VOLUME IX NUMBER 21

WEST Cycle News

June 6, 1971

35¢

America's largest and most complete weekly motorcycle newspaper.

FEATURE: Desert Daisys page 2

HALF-MILE: Mert's back! page 6

GREENHORN page 24

Photo by Schneiders

Newspaper

P.O. Box 498 Long Beach, Ca.

90801 (213) 427-7433

THE DELICATE , DAINTY DESERT DAISY:

You chase a rider for miles, catch up after nearly killing yourself, and you see...

des-ert dai-sy (dež-ert dâzi), n. [pl. DAISIES (ziz)], [ME.;OFr;L. desertum and ME. daies eige, daies ie; AS daeges eage, lit., day's eye; genit. of daeg + eage, an eye], 1. a common plant of the composite family, bearing flowers with yellow rays around a black disk. Usually found in the high desert of Southern California during March and April. 2. a female belonging to the genis motorcycle racing club. Usually found in the high desert of Southern California on Sundays.

By Alice Rhea

Nothing is more frustrating than chasing a guy for half a loop, then, pulling up behind him, recognizing the bright yellow flower and, bouncing pegtails that signify that the 'guy' you have been chasing is a Desert Daisy.

As an admirer of these unusual women, I set out to try and capture that elusive aura that makes a Desert Daisy. President Mary Brooks was more than agreeable. I was invited to attend a meeting of Desert Daisies and given directions on how to get there...down this street, turn left there, right at this corner...and at that point I saw three stripes of lime and knew I was on course...I followed the lime right to the front door and in the glow from the porch light I noticed that it didn't look quite right. Closer inspection proved it to be – what else – flour.

The feminine laughter and chatter floating out the open doorway made it sound like the meeting of the bridge club; and the conversation was typical girl-talk, interspersed with comments about races won and lost and the latest hot tips on equipment and riding techniques.

Desert Daisy M.C. was formed in 1963 by Jan Ditson, Terry Brice and Rosemary Martino. The AMA gave them a sanction in 1970 and the club currently has 10 members.

Desert Daisy M.C. is a competition club. There are two basic requirements to join: you must be a female, and your motorcycle riding ability must be above average.

The Daisies said motorcycle racing was something they just sort of fell into. They went out to the desert with husbands, boyfriends or fathers for years and one day said, "Hey, I could do that," and can they ever!

Jan Ditson earned the number 15 Trailbike Expert plate last year, and Sharon Rosenauer is currently sixth in the Trailbike standings. A lot of men would be very pleased to be able to ride that well.

The Daisies don't think there is anything unusual about a girl racing a motorcycle in the desert, or that there is anything special about the type of woman who wants to compete. "I'm sure you would find that during our school years we were all very competitive," commented Jan Ditson, "We got the best grades and were captains of the girls' baseball and basketball teams."

Mary Ann Eyre agreed. "The only time I ever though of myself as a female during a race was one time when I broke down in 'Vegas and my son came by and said, 'Mother, what are you doing?' "

Husbands and families are cooperative. "Oh, they just have to be," said Patty Clagg. "You just can't race if your family doesn't encourage you."

The husbands really take their positions seriously. If you think you get uptight when your own bike breaks, you ought to take a look at one of these tuners when his wife is towed in on a broken bike that he is supposed to have fixed. "They take it so personally," said Joy Malis, "as if that was the only bike that ever broke down during a race and it is all their fault."

The men may think the Daisies are cute out there on the course, but they don't realize that these women are dead serious. And why not? It is true that the average woman is not as strong as the average man, but courage and dedication are certainly not the exclusive property of the male segment of the population.

Perhaps the worst enemy of women is motherhood itself. Most girls can remember their mother saying, "Don't show the boys you can outrun, outthink, outride, or in any other way pose a threat to his male dominance; you will never have any boyfriends." And little girls believe their mothers and didn't run so fast or think so hard and got a reputation for being soft and cute; although not too bright.

Well, it just isn't so! Maybe most guys can lift more weight than most girls; but most guys can not outthink most girls and thinking does come in handy when you are involved in a sport. And women stand up better under stress than men. Women are just made of sturdy stuff...call if grit if you will. How else could a woman spend hours struggling in the back of the pack, eating dust and being jostled as faster, stronger riders blow by her, just for the honor of being the first girl to cross the finish line?

Diana York, a prospective member, tells about her first race. "I was so stoked," Diana recalls, "that I giggled all the way to the bomb." A little later in the race Diana dove into a sandwash wrong, did a header and tumbled right up to the Rescue 3 truck. "I was still rolling when some jerk ran up and shouted, "Hey, can I borrow your tools?" Rescue 3 insisted that I drink

Sharon is looking hottest in events this year; carries 23T on her Rickman Hodaka.

Sharon Rosenaur

Joy Malis

FOUND FLAT OUT IN THE MOJAVE

Sandy Termin: mother, career woman, student and desert racer.

Chris Fields shows some up-on-the-tank style. She does it to get the front end back down.

some water," Diana continued, so I drank some and gave it back, and they said I better drink some more. So I drank some more and then I started off, and one of those sweethearts yelled, "Goodbye, Honey.' "

For a long time Sharon Rosenauer was a single girl. She did all the work on her Hodaka except the fine tuning. (Her motto is "All you need is a little leverage.") She loaded her truck, and she went out to the desert to race. No matter how tired she was after the race, she still had to load her bike in the truck and drive home, just like everybody else. Sher had it a little easier now; she got a brand new husband in December, and recently Sweet Duck Suzuki made one of their 185 Suzukis into a 175 so they could sponsor her.

Pretty, petite Joy Malis is a motorcycle racer, horsewoman and ballet teacher. "The ballet comes in handy," quipped Joy, "I always look graceful when I crash."

May Ann Eyre doesn't race much anymore. Once she broke her leg while racing and was in a cast for four month. During the very next race she rode, she broke her leg again. The bank where she works was adamant. "No more motorcycle racing!" So Mary Ann contented herself with yardwork...until she slipped in the front yard and pulled all the ligaments in her leg...guess the bank didn't realize that 75% of all accidents happen in the home.

Mary Brooks is famous for her sons, Tom and Cordis. Mary refers to herself as a garage keeper. With two boys, herself and her husband racing it keeps her hopping just finding all the parts, in spite of the help she receives from Carabela.

I don't know if you would call Jan Ditson a sponsored rider. Her husband, Carroll, is part owner of Speed Sport in Van Nuys, and they do the tuning...natch.

Chris Fields started going to races with her dad, Doyle, and just never got out of the habit. Chris has a unique job for a woman; she is a sales rep for a motorcycle parts and accessory house and says the job is really fun. "The dealers are happy to see me, and they almost always buy something."

Patty Clagg, mother of three children, is in charge of public relations for her husband's machine shop, and rides well enough to be sponsored by the people who used to sponsor Rich Thorwaldson, C-B Motors in Hawthorne.

Sandy Termin, divorced mother of three children, probably has to work harder getting to the desert than most of us. Sandy is an IBM Keypunch operator, psychology student at Santa Monica City College, mother and motorcycle racer, although not necessarily in that order. She also has to run down parts and try to find somebody to work on her bike.

Kathy Ainglin and Judy Lovell have recently been admitted to the Desert Daisies, bringing them membership to ten. That makes the club big enough that they could camp and pit together, but with their husbands in the Checkers, Rams, Prospectors...well...where would you camp?

After all, first and foremost, a Desert Daisy is a woman. Brighter than some, in better physical condition than most, and probably a lot happier than the average housewife. Certainly they have more courage than most women, being aware that they are competing in a man's sport and yet trusting that the men who race are man enough not to feel threatened by them. The men respond by helping the girls with advice and occasionally, by lending a muscle to help load a bike in a truck – just like the guys help each other.

"Mostly," said Mary Brooks, "A Desert Daisy is just a person doing something fun."

Desert Daisy M.C. is considering putting on a race in the future. If they do, it is sure to be a "must" for all desert racers to attend. I got a sneak peek at some of their proposed trophies and they are going to be collector's items. As for the race; like the Daisies, it is sure to be unusual, enjoyable and fun.

Daisy at Rest

Mary Brooks

Sandy Termin

Cycle News

America's Number 1 weekly motorcycle newspaper. You'll always see it first in Cycle News

Member MOTORCYCLE INDUSTRY COUNCIL MIC

Charles Clayton ..... Publisher
Sharon Clayton ..... Business Manager
Tom Culp ..... General Manager
John Bethea ..... Managing Editor
John Huetter ..... Editor
Art Friedman ..... Assistant Editor
Ed Drechsler ..... Advertising Manager
Barbara Richard ..... Advertising Assistant
Rheba Smith ..... Circulation Manager
Marla Tarbet ..... Circulation Assistant
Al Duke ..... Circulation Assistant
Paul Boudreau ..... Production Manager
Howie Fowler ..... Production Assistant
Larry Groves ..... Lab Technician
Marion Hatashita ..... Typographer
Bobi Culp ..... Assistant Typographer
Randy Dietzel ..... Bookkeeper
Eleanor Duke ..... Bookkeeping Assistant
Barbara Bebeck ..... Bookkeeping Assistant
Squeeky Haynes ..... General Secretary
Beverly Townsend ..... Receptionist

National Advertising Director (Cycle News West, Cycle News East, Cycle News Dixie): Tom Culp.

Cycle News West, P.O. Box 498, Long Beach, California 90801. (213) 427-7433; L.A. 636-8844.
TELEX NO. 673-474

Subscription:
One year, second class mail $10
2 years, second class mail $17
3 years, second class mail $21
Single copy price ..... $.35

Published weekly except the first and last week of the calendar year by Cycle News, Inc., Post Office Box 498, Long Beach, California. Also publishers of Cycle News East, and Dixie Cycle News. Second Class Postage paid at Long Beach, Calif. Editorial stories, cartoons, photos, etc. are welcome. Addressed, stamped envelope assures return of editorial matter. Reprinting in whole or in part only by permission of the publishers. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

Copyright © Cycle News, Inc. 1972
all rights reserved

AND ONE FOR TEDDY

Your weekly study on the capacity of a reader's mind to deteriorate when persistently exposed to your "editorial humor" is proving quite successful in my case. Even my teddy bear can't understand everything I say any more. The really scary thing is that I'm beginning to understand everything you write!

Please send me two Cycle News HOT HATS, one each for me and "Teddy".

D. S. MILLER
Moro, Ore.

FEA DEBUT

I have ridden a few Enduros but the one held May 21, 1972 at Ocotillo Wells has to be the greatest. The course was marked well, the checkers were great, and would you believe cold lemonade at the gas stop?

The camp area was kept very clean, which I am sure is important for the only way this area may be used again is if it is kept that way. I hope Family Enduro Assn. hold more events in the future.

LOU MASSELLO
Lomita, Calif.

POLITICAL PROMISE

All to often in the past and present our so called leaders, especially our Supervisors, have seen fit to reduce and eliminate most of the recreational areas within the boundaries of Los Angeles County. It is my opinion that more recreational areas must be set aside for the enjoyment of *all* the residents.

The one segment of the population that has been deprived of adequate space and area to conduct and enjoy their sport is the motorcycle enthusiast. It is my intention and promise to you, when I am elected to the Board of Supervisors, 4th District, to guarantee that I will investigate and provide adequate facilities for the full enjoyment of all motorcycle fans.

Years ago there had been a stigma attached to the motorcycle buff, but this has been proven to be grossly unfounded and misleading. The motorcycle has, after much misaligned criticism, found its place in American Society as a wholesome family sport machine, and I feel it should be more widely recognized by all.

You have my full support and I am asking you for yours on June 6th at the polls.

EDMOUN "ED" SAFADY
Torrance, Calif.

SCHNEIDERS AN IRRITANT?

I have just finished reading Mr. Ron Schneiders' column from your May 9th edition, and I find myself somewhat perplexed in that I attended a Political Frontier Workshop in Portland, Oregon presented by the AMA and didn't find the same results. Our meeting was at the local Ramada Inn and club members wore club jackets and didn't fell uncomfortable. Overall our meeting came off very well.

The Portland meeting was also attended by Francis Ivancie (City Councilman in charge of parks and recreation and a motorcycle owner) and Norm Howard (Oregon State Legislator). Both men commented that the workshop booklet was one of the finest pieces of political literature they had seen. Ted Hallock (Oregon State Senate Minority floor leader) has stated that the booklet was a superb document and had asked for more booklets.

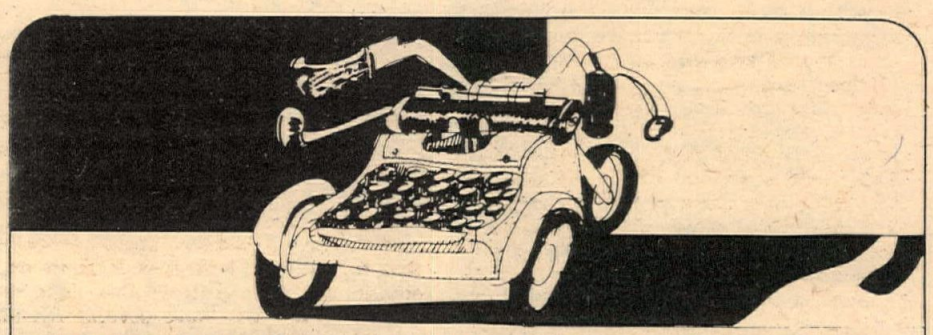
I found Bill Low to be a very concerned and interesting speaker. I think it can be said he knows what he is talking about even if you don't agree with his opinions. Bill Low knows where it's at.

If Mr. Schneiders role in Cycle News is that of an irritant he has suceeded, because I find him very irritating.

WILLIAM E. MOORE, JR.
Portland, Ore.

Major Inside Reports

Flat-Track: Ascot Half-Mile/TT 6
Column: The Latest Poop 9
Motocross: U.S. Cup at Carlsbad 10
Feature: Ascot Night MX 12
Grand Prix: Kavinov in Czech 16
Speedway: Costa Mesa 20
Short Track: Phoenix Indoor 22
Enduro: The Greenhorn 24
Road Race: ACA Willow Springs 26
Trials: P.I.T.S. 28
Hillclimb: Matterhorn 31
Desert: Masterlinks H&H 32



VOICES OF THE WEST

HOW'S THE ANKLE?

I would like to express my thanks to a number of fine people who came to my aid at the Cactus Cats Hare and Hound.

I lost it on one of the many rock hills – result one broken ankle. Almost immediately a member of the Four-Aces came to my rescue. He propped up my leg on rocks using his belt as a cushion. He then directed traffic around me till the pack thinned out. He left to notify Rescue Three.

A doctor and a pharmacist were working at the next check point and came and gave me additional first aid and waited until Rescue Three picked me up.

They then had another good samaritan ride my bike into the pits for me as I do not belong to a club. Unfortunately I do not have the names of any of these friends but it shows what kind of people we have associated with bikes.

GEORGE W. WILSON, JR.
Long Beach, Calif.

A LOOSER

We've yet to see John DeSoto finish a race anywhere but Southern California. Yet he gets more write-ups than the guys that beat him. How cum?

We think John DeSoto is a looser.

ED EDSEL
PAUL PACKARD
HENERY JAY
STU DeBAKER
HARVEY HUDSON

WHAT THE AMA HAS DONE FOR YOU

Please allow me to correct an error in fact published in your May 16th edition of Cycle News West.

In his regularly appearing column Ron Schneiders states that the AMA has not put up a red cent in opposition to helmet legislation. This is totally false.

Many times the AMA national headquarters has taken the stand that the association supports the voluntary use of helmets, a position dictated by the desire of the membership.

Perhaps the most outstanding example was *AMA vs. Davids*, a case sponsored, supported, conceived, and executed by AMA lawyers which took the issue through the Michigan state judicial system, all the way to the Michigan Supreme Court. This case, launched in 1966, was won by the AMA, but the Michigan legislature simply demonstrated its final superiority by redrafting the law in slightly different form. Which casts doubt upon another statement by Schneiders, that the solution is a simple one, needing only money. This particular error in fact not only misleads your readership, but it furthermore performs a disservice to the more than 150,000 devoted motorcyclists who support the popular legislative programs of the AMA.

ED YOUNGBLOOD
Associate Direct, AMA

WHAT ELSE THE AMA HAS DONE FOR YOU

The enclosed letter was recently sent to Mr. J. R. Kelly, President of AMA.

Dear Mr. Kelly:

Recently I traveled 300 miles, with the novice rider I am sponsoring, to Marion, OH, to an AMA race. We arrived at 12:00, by our time, and were unaware that it was 1:00 in Ohio. Because of this time difference we were refused when we wanted to sign in. We explained to Mr. Bill Bausch about our situation, but he said he didn't care if we raced or not. We talked to the referee who was very belligerent. He said we definitely could not race and that was his final word. When we left the race track, two and a half hours later, the race had still not begun.

Earlier in the year, I travelled to Evansville, IN, with another novice rider to an AMA race. The day before the race, we phoned AMA in Ohio to see if his license was there and if it would be at the track the day of the race. They told us it would be, but upon arriving at the track we could not race because they had no license.

The way in which these races were sponsored was very unorganized and disgusting, I'm sure, to other racers besides myself. I felt the sponsors and referees of these races were very uncooperative and unreasonable. Because of this, AMA has proven to me to be an unworthy association, which has no concern for the racers at all.

Because of the way the AMA has handled these races, I have, as of this day, retired from promoting it any longer. As I worked hard to join people to AMA, I will now work to keep them from joining your association. I will not enter any professional races from this day forth.

RALPH REED
Yamaha of Columbus, Inc.
President, AMA No. 2885

LETTER TO THE TIMES

Los Angeles Times
Times Mirror Square
Los Angeles, Calif.
Attention: Mr. Bert Tiffanny
Gentlemen:

Congratulations on a fine piece of journalistic assassination by association, with your bold headlines of May 1, WILD WEEKEND, MOTORCYCLISTS ROAR INTO ELSINORE. Your fine paper was guilty of the age-old game of putting all particular groups of individuals, namely motorcyclists, in the same barrel of worms. Granted there were the so-called "outlaws", but what about the 2200 entrants and the many thousands of their friends and relatives who were there and conducted themselves properly? What about the purpose of the whole weekend, THE RACE, not a meeting of a minority of unruly persons? What about the money spent by the 150 thousand spectators in Elsinore? What about the hoped-for GOOD nationwide coverage by ABC's Wide World of Sports and newspapers to encourage people to move to Elsinore?

If you are going to report on an event or situation, dammit be fair! Lake Elsinore was not totally an "unwilling host". We were invited, at $15 an entrant, by the Lake Elsinore Chamber of Commerce, which usually represents a cross-section of the town. Any happening in this *free* country of ours has a few detractors, but your article intimates that the few was a majority. The same applies to your 1500 "outlaws", a mere handful compared to the total number of spectators.

Injuries are a part of racing, but you intimate that we, the racers, wiped out one hundred people, many of them seriously. We are sure that your reporter was a little overzealous in reporting that large number, and further was not very knowledgeable about our sport. In a race of this size; 2200 entrants, 1100 each day for 100 miles, injuries to the PARTICIPANTS are liable to be high. But we are engaged in a dangerous sport, dangerous to us, and we accept these risks.

For all our time, money, bumps, and bruises, notwithstanding a dusty, rough course in spots, all we received was a sensational headline on your front page and not one inch of space in your sports section.

Again, our sincere thanks for your great contribution to the anticipated death of The Lake Elsinore Grand Prix, and the greater restrictions that will be placed on our already troubled sport.

PHIL COWAN, President
Maywood Motorcycle Club

NO RECIPES

In one of your recent articles, I came across a paragraph about me and evidently the cat who wrote it must have whiskers a mile long with a "Meoow" the same length.

The major difference between your publications and mine is that you make a living out of it while I don't. For nearly 18 years, I've been publishing news about motorcycling. It started as a two-sheet mimeographed newsletter and it has now grown into something which is read in 32 states and three foreign

(Please turn to pg. 5)

scramblin' around

By Maureen Lee

We scrambled up to the San Jose Mile for this week's activities and if you were one of the unlucky ones who couldn't make it, you missed one hell of a race, as was reported in last week's paper. But, just for the fun we'll chuck in our own impressions of it.

The last time San Jose ran was in 1958 (Yeah, here comes my nostalgia bit). Back then just about all the bikes were 500's except for the factory Harley sidevalves with 750cc's. In the lap times from '58 to '72 you can see how racing has progressed and of course, now everyone has the chance to run a 750, but no larger, on oval tracks.

This year Mert Lawwill, who is staging a great steady comeback after two seasons plagued with injury and sheer bad luck set the fastest time with a 39.90 in qualifying. In '58 it was John Gibson with 43.31. Mert went on to win the semi after some heats that were so devastating it left a bunch of could-be-winners on the sidelines.

The first heat won by Canada's Dave Sehl was absolutely fantastic to apply a much used adjective but it was an ex-scrambles rider from District 37, Gary Scott, who set the fastest time for the heats on his Triumph with 6.43.49 beating Carroll Reswebers old record for the ten laps of 7.17.77. Congratulations, Gary!

It surprised quite a lot of people to see a rookie sitting on the pole in the Main and if your machinery had made it we could have seen a rookie win a mile!

Another District 37 rider showing great form was Steve Nichols who always shows such beautiful control of his machine but had the bad luck to swallow a valve. We'll go on record right now as tapping him for a future National Number One and there aren't many Juniors we'd dare make that prediction for.

And then there's Jim Rice. BSA, hang your heads in your Birmingham factory. The Beezer did it again even if you can't get enough pennies together to field a team, the riders still love the machines enough to ride them as privateers and that's what Rice is. But won't the advertising be nice? Jim, charge 'em $5000 for using your name in ads.

The Main was just unbelievable and to crown it all when we heard that Rice had run most of it with a fractured shoulder, that was enough to blow everyone's cool. Kenny Roberts, Yamaha's pride and joy gave it a tremendous go but the day before in the San Jose papers Rice, in an excellent interview said he felt he, Romero and Mann stood a better chance because of their experience.

Bugs, on board another you-know-what got a third but he lost the groove several times as did Roberts. Rice didn't. The controlled slides by Roberts and Mann were beautiful to behold but as they well know, going sideways does not get you going the right way. To all racers: ride trials so you can really learn throttle control. That's the secret.

Among other odds and ends from the great day, if you don't think the mile was rough you should have seen the scooter belonging to (we think) Lloyd Houchins. He hit a hole Aldana swore was big enough to bury you in and totally ripped the top of his rear shocks off plus all the rubber on the rear tire leaving just the casing, never seen anything like it!

Aldana himself showed tremendous form and style, there was no rider who was tucking in faster coming out of the turns than David and no, he didn't fall off, not even once! The wind created an interesting situation, first part of the race it was a tail wind, then changed into a head wind as the race progressed. This could have hurt Rice a bit because he's a big man and can't tuck in as well as the little guys. Roberts always seemed faster down the back shute and Rice down the front.

Back to Aldana's tucking in, the only rider I've seen do it better was Blackie Bruce. At Sacramento, at the end of the straight all you could see coming towards you was a bike and a number plate, no rider and that's the truth!

Interesting, too, to see the tachs on the factory Harleys, only Lawwill's bike didn't have one but when a bike is running flat out on a mile knowing exactly what your rpm's are can make that important difference. Doesn't take much to put that engine past the critical point as was well demonstrated Sunday.

As you can tell, personally I'm crowing for the BSA efforts and can still hold my head high even though my secret favorite to win was Harley and Lawwill. However, Rice is probably the best oval dirt racer in the country today, expecially on the mile, and it's not a flash in the pan either. He's shown that quality over the past two years. Wonder if some of the other factories still in racing have tried to sign him (they're dumb if they didn't) or does he just like to ride BSA.

My suit of armor is off and the soap box is in the corner because I have an apology to make to a neat friend. Couple of weeks ago I commented on Keith Mashburns crash at Ascot and the lack of flagmen but the goof was I had him on a Triumph! Egad, when he's been riding Yammies since he got off his Triumph in his Junior year, so you can bet my name is mud in the Oriental encampment!

Speaking of Mashburn, much has been written about Gary Bailey being the first American to beat the Europeans in motocross with his magnificent ride against Arne Kring at Saddleback when Kring was in contention for the 500cc motocross championship. It was a great day and a very special day for Gary and his friends, me included.

BUT, Bailey was not the first man to beat the Europeans. It was Mashburn. At a muddy motocross at Castaic in the tiddler class all the Europeans showed up with springer-front end bikes (I could guess at the brand but can't be sure, so won't say it.) and Keith beat Joel Robert fair and square when Joel was then the 250cc World Champion. Hey, Crashburn, come back out and ride motocross again, will you?

And for a return to nostalgia, we saw Dick Dorrestyn in the pits after the race. You young sprouts probably don't even remember the name but you should, Dick was the greatest TT racer we've ever seen. I'm sure even Skipper would agree with that statement.

Would you run a 50 lap TT at Ascot without goggles and not stop for another shield. Dorrestyn did. Not only that he had the uncanny ability to pass at any point on the track he wanted too, he'd just pass and that was that. Over the jump, on the outside of the turn or on the inside, when Dick decided to pass, you got passed.

In those days he was as good at TT racing as Robert is at motocross. Cheers Dick, you look great.

Arizona Dirt

The first of several, new regional columns to appear weekly in Cycle News West.

By Randy Bailey

The gods are said to protect fools and little children. Now an Act of Congress called OSHA will protect everyone else – including motorcyclists.

OSHA, the Occupational Safety and Health Act of 1970, was enacted by Congress "..to assure as far as possible that every working man and woman in the nation will have safe and healthful working conditions and to preserve human resources."

This safety act covers all businesses employing one or more workers – this includes motorcycle repair shops, motorcycle race tracks and any business that uses motorcycles for delivery work.

OSHA provides for federal or state inspectors to enter any business premise to observe working conditions after a complaint has been filed that safety rules are not being followed in that business.

The inspector may issue a citation for any violation of OSHA rules which may result in a fine or jail sentence or both for the offending party.

Don Hoover, director of the Occupational Safety and Health Division of the Arizona Industrial Commission – the state branch of OSHA – said even the smallest motorcycle repair shop or race track could be liable for up to a $10,000 fine per OSHA violation.

"It would be a great benefit to each motorcycle repair shop and operators of race tracks to take the first step to see that his place of business is in condition to abide by the policy of Congress." Hoover urged.

"Failure to do so could result in fines of up to $10,000 per offense for repeated violations of safety regulations and standards."

Typical violations in a motorcycle shop, he added, might be oil spilled on the floor and not wiped up, ungrounded electrical tools, failure to provide and use safety glasses when operating grinding equipment or failure to use a face shield when welding.

Other items which could result in a stiff fine include dangerous storage and use of fuel, oil, acid or parts. Another violation, and one which is particularly dangerous, is the improper use and storage of welding cylinders or other tanks of compressed gas. Improperly handled, Hoover continued, these tanks can become lethal bombs.

As for employees at motorcycle tracks, there is some difficulty in determining whether race competitors vying for a cash purse are covered by the Act. Hoover said this question would be up to the courts to determine.

But, paid track officials and workers are covered by OSHA. These workers will have to be provided with safe and healthful working conditions or the operators of the race tracks will be liable for OSHA fines, Hoover said.

This may result in track operators being required to issue high-visibility clothing, ear protection (from high noise levels), and any other equipment needed to make a particular race track employee's job safe and healthy.

Hoover also said the Act applies to all states equally and that in many states there are both state and federal OSHA departments in operation. In Arizona there will be a staff of 26, as of July 1, in the state OSHA department and several more federal inspectors working in the state.

OSHA will undoubtedly have its effect on motorcycling. This Act means the end of sloppy, unsafe motorcycle repair shops and hopefully, a farewell to those race tracks with a high rate of accidents, injuries and deaths.

The effect on the motorcyclist consumer may be a slight increase in repair bills reflecting the cost of improved equipment and shop alterations for safety reasons.

To the motorcycle race spectator, this may mean higher admission price reflecting track improvements to curb accidents to participants and spectators.

Hoover concluded, the end result of this safety effort will be a great savings in human resources and pain and suffering – which will far outweigh any expenditures required to meet adequate safety requirements.

VOICES

(Continued from page 4)

countries. We are now beginning our second year of the "new look" known as CYCLE CHATTER and we are very proud of it because it now contains interesting pictures and our subscribers have proven to us that they like it too because our list of subscribers have certainly grown in the past two years.

We have exactly three working people, all girls, who spends hours or I should say days putting this little rag together. We also have several friends who have helped us as photographers and correspondents and all of us receive $000. in the way of pay. Sometimes I think we're all a little nuts working all these years for nothing but we must enjoy doing it, probably for some insane reason like just loving the sport.

I would like to point out to all of you, CYCLE CHATTER does not contain recipes nor do we give advice to the love-lorn as was so stated in your paper. It does contain news and views about motorcycling in general and about the people in our sport.

Finally, I consider being elected as the first woman to serve on the AMA Congress as quite an honor and I am certain more women will follow in my footsteps, at least I hope so. I was elected because the majority of the clubs in District 6, (which covers all of eastern Pennyslvania, Southern New Jersey and Delaware) felt that I was well qualified for the position.

DOTTIE VANINO
District 6 AMA Congresswoman

WANTED: DEAD OR ALIVE

The Dirt Diggers North MC members are on the lookout for three so-called sportsman riders that entered the 49'r 9th Annual Enduro under the false pretext that they were members of the Dirt Diggers North MC.

If outsiders would like to be club members do it the right way, join one. Remember it was the clubs that got this whole motorcycle thing going in the right direction in the first place.

The names of the so called Dirt Diggers are Frank Gerrieo Jr., Cal Murphy, and his little brother; Paul Murphy from Rocklin, Calif.

You three better keep an eye over your shoulder because we will be watching.

BRUCE C. YOUNG, Pres.
Dirt Diggers N. MC

LLUCKY LLOYD

I would like to express my thanks to A.C.E. at Indian Dunes for the new Kawasaki and Ed Shaver's West Cycles in Newhall where I took delivery.

LLOYD JOINES
Woodland Hills, Calif.

WHAT ONE ORGANIZATION WROTE:

Dear California Legislator:

The enclosed newsletter expresses our concern about compulsory motorcycle helmet legislation such as AB 744. Such laws are questionable on the grounds of constitutionality, discrimination and precedent setting. Most auto deaths are from head injuries, so it makes nearly as much sense to require drivers and passengers of cars to wear crash helmets.

The Fathers of our country put freedom first, safety second.

The inscription in your Senate chambers says, "It is the Duty of the Senators to Protect the Liberty of the People." The inscription in your Assembly chamber says, "It is the Duty of the Legislature to Pass Just Laws."

I am a motorcyclist myself. I doubt that many of you are. I usually wear a helmet, but there are occasions when it is very inconvenient or very uncomfortable to wear one. You don't know what unsafe is until you have gotten a bee inside your helmet when you are at highway speed!

Motorists United believe the concept of contributing negligence is much more sound than compulsory helmets. We urge you to amend AB 744 with language that would make it easier for the courts to find that contributing negligence existed. Such language could apply to seat belts, also.

MILES BRUBACHER
Founder
Motorists United
P.O. Box 2042
Palos Verdes, Calif. 90274

ANOTHER ALSO-RAN HEARD FROM

In response to Chuck Clayton's article on the Snake River Motocross, dated May 16, 1972, as usual a gross error appears in the top photo on page 28. The picture caption says "D. Martins (95) and D. Smith (3) lead the charge into the back sweeper." Maybe it was the dust in his eyes, however anyone familiar with motocross would have known that the lead rider with 95J plates and large LW initials on the helmet is Larry Watkins! Clayton's article was a broad brush resume written in a lawn chair and resembling a paid Yamaha commercial. Mr. Clayton is an experienced writer but not motocross oriented. The picture in question, although not indicated in the article, is a photo of Larry making a clean sweep win in the 500 professional qualifying round. Even though Clayton indicated a dueling, wheel to wheel battle of runaway Yamaha riders, it was Larry Watkins that led the moto from the third lap to the final win. The dust was that left by Larry for the Jones, Weinerts, Clements and Wests. If it had not been for the sheet metal rims "provided by CZ" that caused the front tire to roll off the rim in the turns, Larry would have provided the same dust to the Yamahas indicated in the commercial about the final round. The article should have provided actual credits due to all the great riders who participated and made the event the success it was. Who ever heard of Yamaha anyhow?

JOHN WATKINS

MERT STOPS ALDANA AT ASCOT

Photos by Dan Mahony

GARDENA, CAL., May 26, 1972 – If you call Ascot the track you learned on, why not also use it to hit the comeback trail? That's what Mert Lawwill has been doing this season and it finally paid off last Friday night.

For the previous two weeks Mert and his Harley-Davidson factory special took second place behind Dave Aldana and his hot Norton. You began to expect fast things from Mert when he posted a blazing 22:51 in time trials, the fastest one lap this year.

But it was not Mert who won the heat race. It was Oregon's Mark Williams who scored a double upset, beating both Lawwill and Gene Romero. The Love Brothers Triumph rider has been making a habit of upsetting the Ascot locals of late in the heat races or the Trophy Dashes.

The second heat was nearly an upset as Tom Rockwood borrowed a Junior's machine at the last minute and held off Aldana until the final lap in the event. Then Dave got by, along with Frank Gillespie.

Lawwill was ready by the time the Trophy Dash came along and won for the second time this year. Mel Lacher, fourth fastest qualifier, nipped Aldana for second with Romero running last.

The Main Event was a challenge from start to finish with Aldana right on, but never ahead, of Lawwill. The pace was fast enough to find a new Main Event track record by *over two full seconds!* It broke a 1968 record, set by Dewayne Keeter. It was Lawwill's first Main Event win anywhere since 1970.

Romero started eighth after complaining bitterly earlier about the starts in the heat races. He worked his way up to third at the finish with Houchins taking fourth and Gillespie running fifth. Williams failed in his bid for another upset and took sixth.

The Juniors again supplied much of the action. Transplanted Utah rider, Rex Barratt nearly fell off five or six times in the heat race and in the semi, trying for a spot in the final.

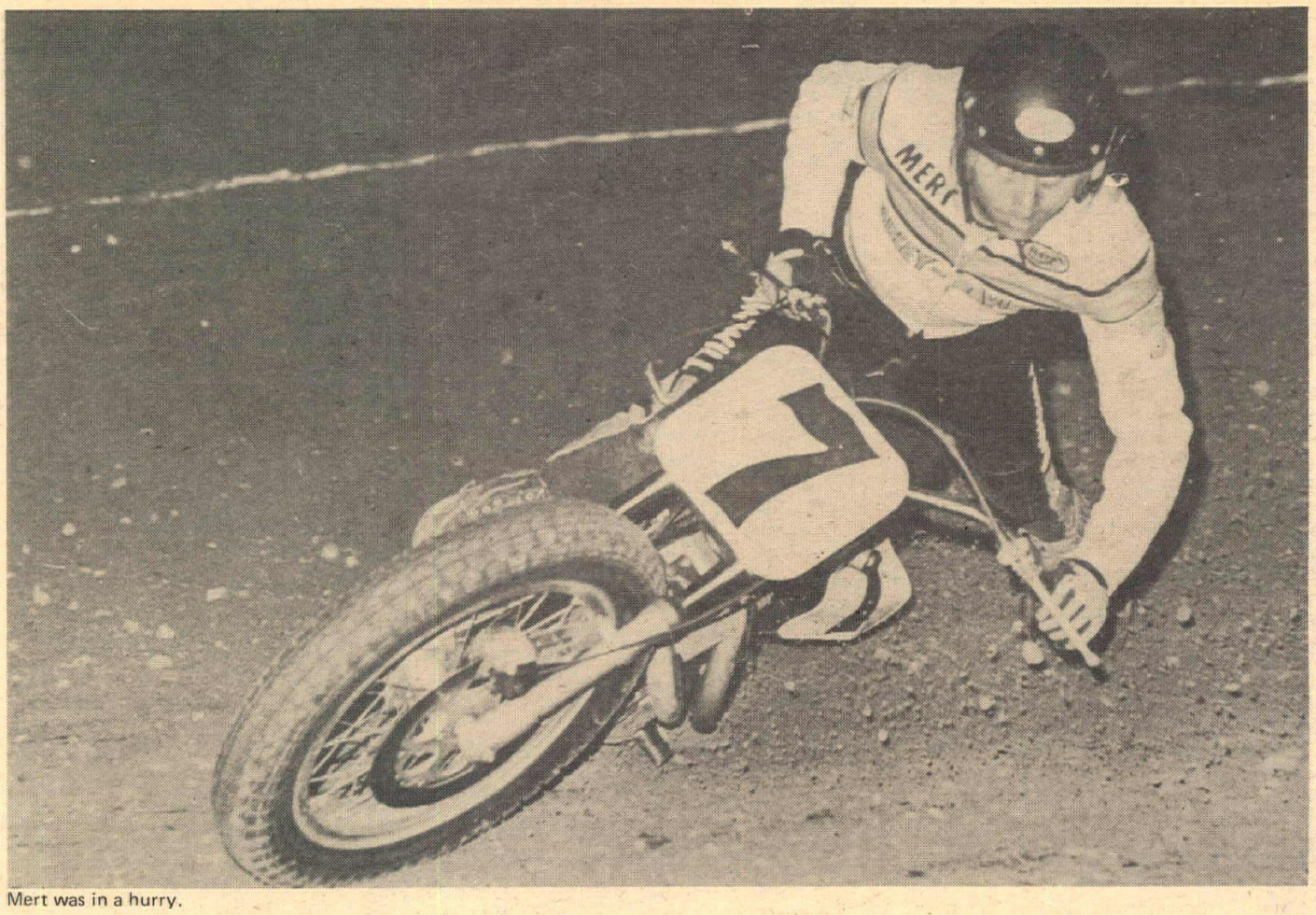
The Main had long time Junior, Ramon Perez in front of Tom Horton until the next to last lap. Then Horton got by, but on the same lap, Barratt collided with Mike O'Brien on the backstretch.

Both riders went down. Barratt jumped up to pick up his machine but just as he grabbed it, it burst into flames, pinning Barratt. As the fire shot high in the sky, Rex was unable to get away from the bike. Pit men pulled him free. The machine was totally destroyed by the fire. Rex was hospitalized with second and third degree burns but is expected to be released after a one week stay.

Horton was declared the winner with Perez in second. Former winner and point leader, Larry Gino, had trouble getting off the starting line most of the night and had to come from last to place third – and lose the point lead to Horton by ten.

Novice action was good racing once again with the Main Event topping the 250 portion of the program. Rick Hocking looked like the winner until the final half lap. Randy Bailey had been dogging close most of the way and made his move on the last time around.

Bailey and his Yamaha got by the Bultaco rider going into the final turn. It was Bailey's first win after looking all last season and most of this year. He now becomes the fourth Novice to win a Main Event this season. Mike Renslow blew his Yamaha in practice and borrowed a Bultaco. He had to ride hard but he got a well deserved third place. Dave Lewis came from the back row to place fifth on a Kawasaki.



Mert was in a hurry.

BRELSFORD WINS, LOSES AT ASCOT

Photos by Dan Mahony

GARDENA, CAL., May 27, 1972 – Mark Brelsford is human after all. He finally lost an Ascot TT race.

The TT riders moved back into Ascot for the third time this season with Mark again posting the fastest qualifying time in trials. The second fastest time did not go to another Expert, but to Junior Tom White.

Brelsford knocked off another heat race win, topping Frank Gillespie and Dusty Coppage. The second heat had Mike Haney in ahead of Eddie Mulder and Mark Williams.

Each of the Expert heats found a fall-off. Eddie Wirth bailed in the first heat and Mert Lawwill departed from his machine in the second. Neither rider was injured and both returned for the semi-main.

The four fastest Experts lined up for the dash with Brelsford the heavy favorite. He finished third. Haney was off to a fast start and held off Mark Williams and Brelsford right down to the wire. It was one of the few times, if any, that Mark has suffered a TT loss at Ascot in over two years.

The Main Event was a different story. Many riders raced Brelsford to the first turn, knowing if they got there first they had a chance. They didn't make it.

Mark led all the way but not by an overwhelming margin. Haney, Gillespie and Williams kept the pressure on from start to finish with the battle for second receiving most of the attention.

Gillespie challenged Haney the first half of the race. He finally got by after some bar banging and arm waving. Then Williams got by Mike when Haney missed a shift. Haney was not to be denied, still pumped from his dash win. On the final turn he repassed Williams to take third place. Williams was surprised to say the least. Mulder, with engine troubles, grabbed fifth with Lawwill in for sixth place.

Wirth crashed again but again got back up. Ted Longwith also fell off and did not return to the action.

The Juniors did head-to-head battle between Tom White and Gary Caldwell with Caldwell winning out. White took fast time, Caldwell was third fastest. Then White could only pull a fourth place in his heat race. Caldwell won his.

White came back to finally win the semi and start in the back row in the final. Rick Newby and Joe Brown also won their heat races and started up front with Gary.

Caldwell led all the way in the final but was pushed early by Newby and White. Brown never was in contention this time and dropped out early in the race.

Newby and White dueled most of the way for second place with White getting by with two laps to go. Then Newby showed his experience from previous seaons and regained second place with less than two laps remaining.

Caldwell, riding Triumph, becomes the first Junior this year to win both a TT and a Half Mile Main Event. He scored on the oval earlier this year.

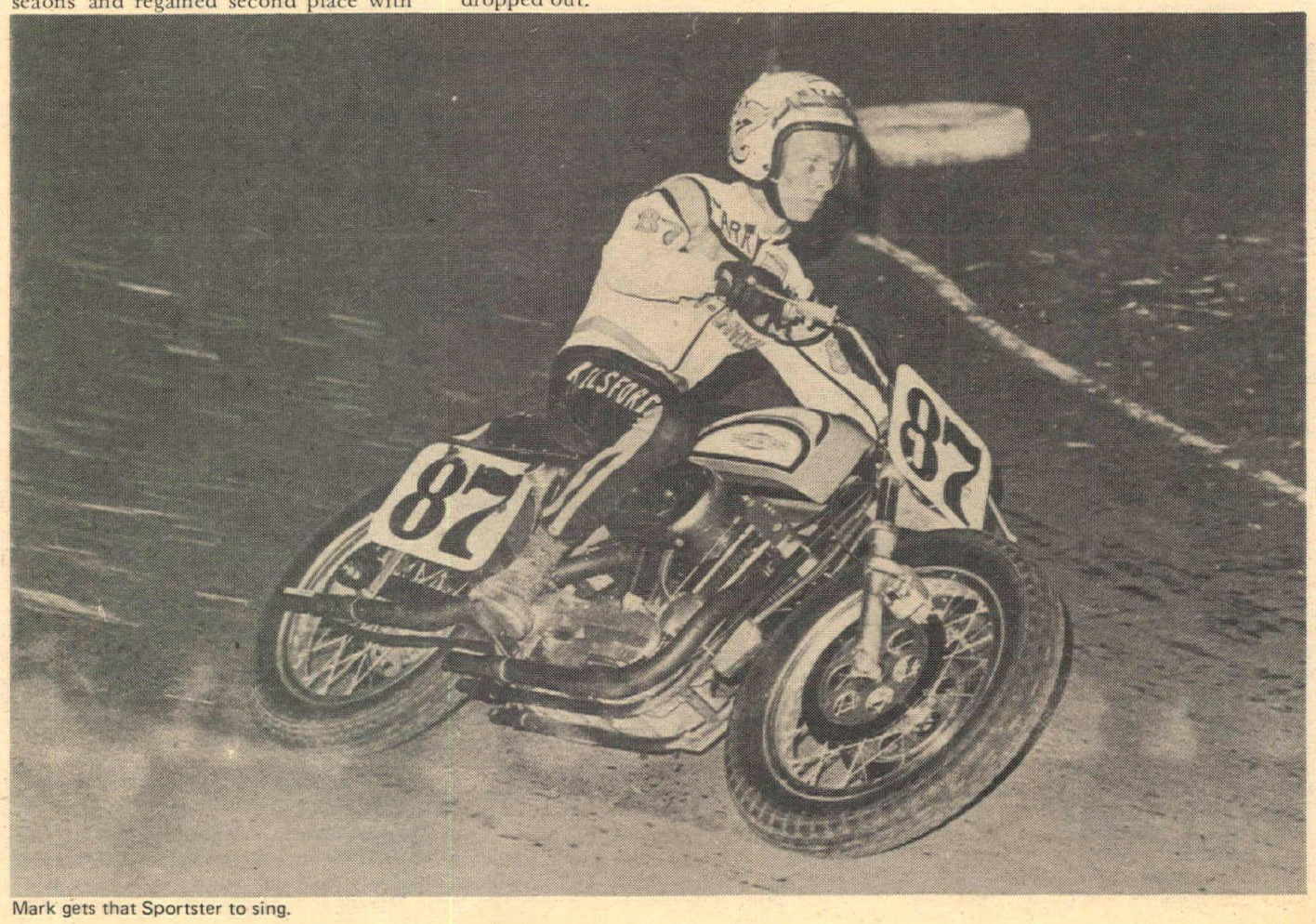
Danny Hockie looked like a sure winner over Rick Hocking in the Novice final until his engine locked up and nearly pitched him off.

Both riders had earlier won their heat races with Hocking a shade faster than Danny. But it was Hockie in an early lead and Hocking coming from fifth at the end of the first lap. Hockie built a big lead and had it bagged until he dropped out.

Then Hocking had to duel with Jack Jones (Suz). Jones put on a great try and nearly held the nation's best all around Novice. But Hocking and his Bultaco moved to the front late in the race to score the win. Jones was a close and solid second. Jim Nichie came from the back row to run third with Mike Myers in fourth. Mike Renslow took fifth.

The date for the next Ascot TT has yet to be set. Watch Cycle News for the exact time and date.

(Results on page 40)



Mark gets that Sportster to sing.

THE NATIONAL PAPERS

By Bob F. Read

After seven national races the theory that the so-called "Privateer" cannot compete appears to be somewhat hollow. Private machines have won four of the first seven events. John Hateley, Don Emde and Jim Rice, twice, have all wheeled into winner's circles on Triumph, Yamaha and BSA without the benefit of full factory support.

It still goes back to the idea that it is not where a mechanic works, but rather, how he puts them together. A rider is not always fast because he is on a "Team", or getting factory salaries or bonuses.

The cost of racing has gone up. Everything has gone up. What is of concern is the cost of road racing. Who else but the distributors can afford the total cost? All road race events now require a rider to be there for a minimum of three days. Add to this the travel, at least two days each way, or an expensive plane ticket and then total the plane, motel and food for about seven days and you have the basic cost of one road race meeting. Don't forget the gasoline.

If factory backed, or sponsored, riders and machines have an edge it is in road racing, at least through the first portion of the national schedule.

For years the Europeans, and especially the English, made many jokes about the colored racing leathers and the full coverage helmets. It seems as though the tradition-minded people have finally joined us without much of a fight.

Many companies in Europe are now making full coverage helmets and many more are jumping on the band wagon to finally add a little touch of class, and brightness, to their racers. Agostini recently wore one of the brightest racing suits ever seen on the foreign circuits. So the USA can take credit for the current helmets and leathers. We still have an idea that the British cycle press will find a way to be the first to "Discover" these items.

They are still amazed that Cal Rayborn really knew how to road race. Wait until the AMA comes up with a national road race schedule that does not conflict with their English and Italian events and will allow a whole gang of riders from here to go there without pinching for time for the all important national road races over here.

The nationals now swing to the midwest and east for the month of June. Two half miles and two road races. The Californians, who have dominated everything to this point, have their work cut out for them on the two half miles at Louisville and Columbus as these were two they did not win last year. Bart Markel and Dave Sehl have dominated Louisville since the nationals started there. Markel will not be around this time but Sehl is ready. Columbus, which belonged to Bart last year, is anybody's guess.

An added attraction at Lousiville will be "The Flying Cycles" jumping act. This is the only jump act that uses two riders that meet in mid-air between the ramps. The two riders, Rex Blackwell and Gary Davis, use BSA 500 MX machines. They will actually jump the day after the national on Sunday afternoon, June 4th at the $3,000 non-national half mile at the same location as the national.

Reports from the New England Dealers Association, the sponsors of the Loudon road races, say that this event will be the best ever. Northeast fans get the road races on June 11 while the southeast fans get the non-national mile at Atlanta. Many top riders not racing pavement this year are expected to be in Atlanta along with a few who normally race pavement but are passing up Loudon for the magic mile. More than enough good riders for both events.

No decision as yet from the AMA as to what the penalty will be for Suzuki, or the riders, regarding the illegal equipment at the Atlanta National road races. At least one dirt track racer last year was suspended for more than thirty days for a similar infraction.

Some of the most avid racing fans must be in the Northwest. When the fans and the radio stations around the Seattle area found out that the San Jose Mile National was not on the AMA network they all got together and sent the local stations to San Jose.

There they contacted Roxy Rockwood, who does the radio broadcasts for the network, and asked him if he would do the show for the listeners as well as doing the trackside callings. The end result was that Reno, Nevada also wanted the same thing so Roxy ended up with a table full of microphones for about four different outlets.

He told us after the races that the Seattle station had such a great response from the early network races that they wanted all of the Nationals piped in! Hats off to Radio-KTW in Seattle and KNEW in Reno.

The San Jose Mile was in near perfect condition after fourteen years of no racing. Promoter Bob Barkhimer and track chief Harold Murrell spent many dollars and hours getting it ready. The riders had the track down to the thirty-nine second mark in practice. Murrell is the same person who will put the Atlanta Mile in shape for the June 11 race date.

Do fans like a Mile? By seven in the morning on race day at San Jose there were more than three thousand people standing in line waiting for the 9:00 AM ticket office and grandstand opening. By noon the place was packed and the races did not start until an announced 2:00 PM.

Promoter Barkhimer nearly fainted during the races when the Fairgrounds manager stated that there had been mention of cutting off one turn of the Mile for additional buildings. After he saw the crowd and the great racing he rescinded the statement. One of the many ways to make a promoter age faster — especially when you have the only Mile on the west coast, and waited fourteen long years to get it.

Another way to get gray hair in a hurry? They had to open up the infield at San Jose for standing room only late-comers. The first thing that happened was somebody threw a cigarette down and started a grass fire!

It was reported that not only Jim Rice, but three additional riders, got into the turns so hot that they nicked the inside rail. Rice, however, was the only rider to be damaged.

After seven national races no rider has scored national points in all of the events. Three riders, however, have scored in six. The two rookies, Gary Scott and Ken Roberts, plus veteran Eddie Mulder are the three.

Bob Bailey, self made king of the privateers, is paying off like a slot machine in his guaranteed contingency money to the AMA race program. Brelsford and Rice were both using his pipes at Ascot and San Jose. Each collected a thousand green ones for using the black ones. If this keeps up Bob may not have enough money for claiming purposes when Ontario rolls around on October 1st. Excellent pipes, by the way.

Many are still thinking that with the new national point scoring system this year, the season is still too young to get any picture as to who will fight it out for the top ten or twenty point fund paying positions. The points pay heavy to the first three finish spots and four or five good runs in those places will put any rider in the hunt. Wait until early August before you start deciding who will be in contention by the first of October.

CYCLE HOUSE OPENS IN ANAHEIM

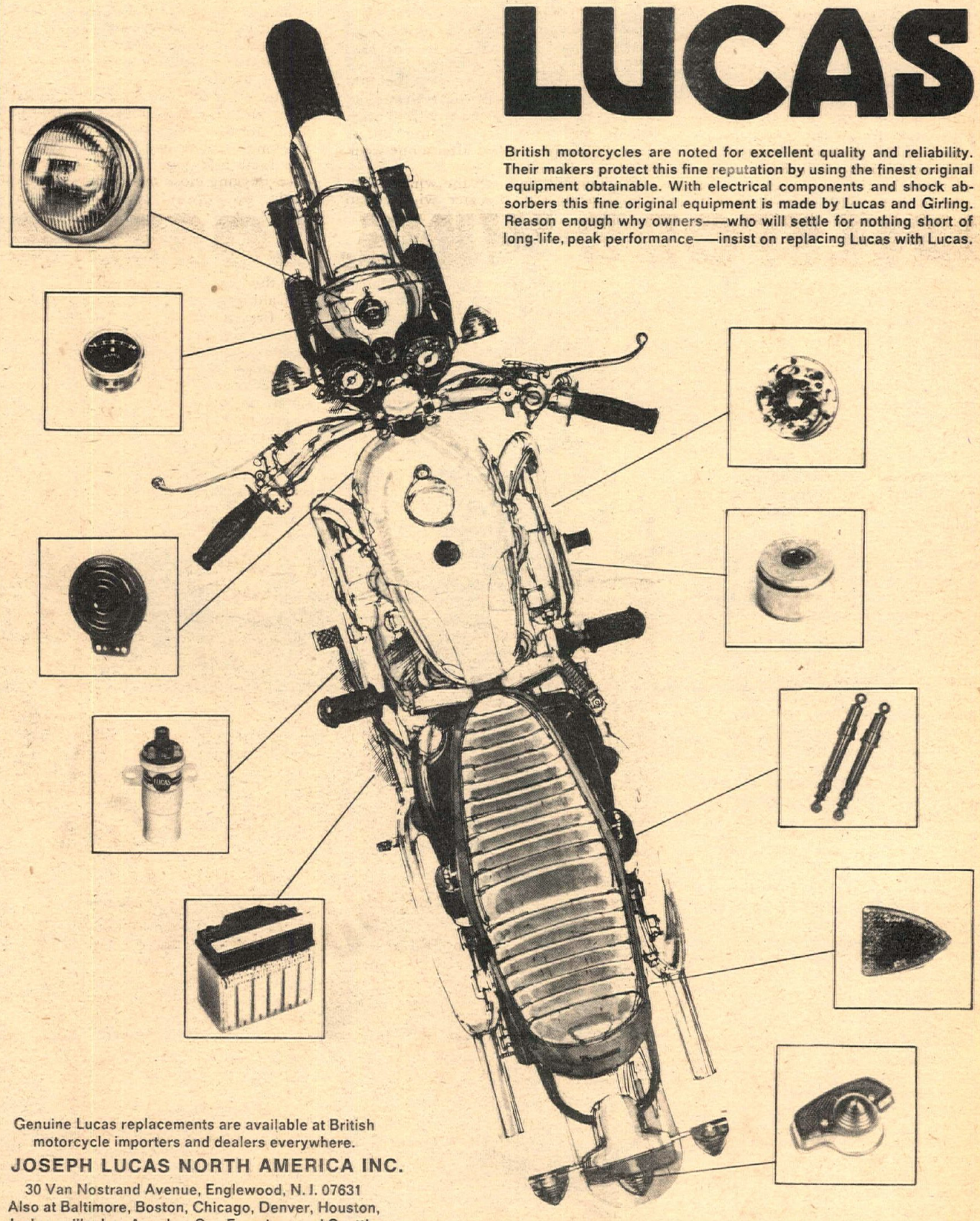
The Cycle House celebrated its Grand Opening at 1201 A East Ball Road in Anaheim and more than 3000 friends turned out to rap with Preston Petty, Whitey Martino and to see Jeff Koskie ride a miniature trials set up. They also took advantage of special sales, consulting experts, demonstrations of various items, saw motorcycle movies and participated in hourly drawings for prizes.

The Cycle House is here to stay and apparently a lot of people are happy they are. They are open from 9 to 9 Mon. through Saturday and from 10 to 6 on Sundays. Phone (714) 776-1250.

Replace LUCAS with

LUCAS

British motorcycles are noted for excellent quality and reliability. Their makers protect this fine reputation by using the finest original equipment obtainable. With electrical components and shock absorbers this fine original equipment is made by Lucas and Girling. Reason enough why owners——who will settle for nothing short of long-life, peak performance——insist on replacing Lucas with Lucas.



Genuine Lucas replacements are available at British motorcycle importers and dealers everywhere.

JOSEPH LUCAS NORTH AMERICA INC.

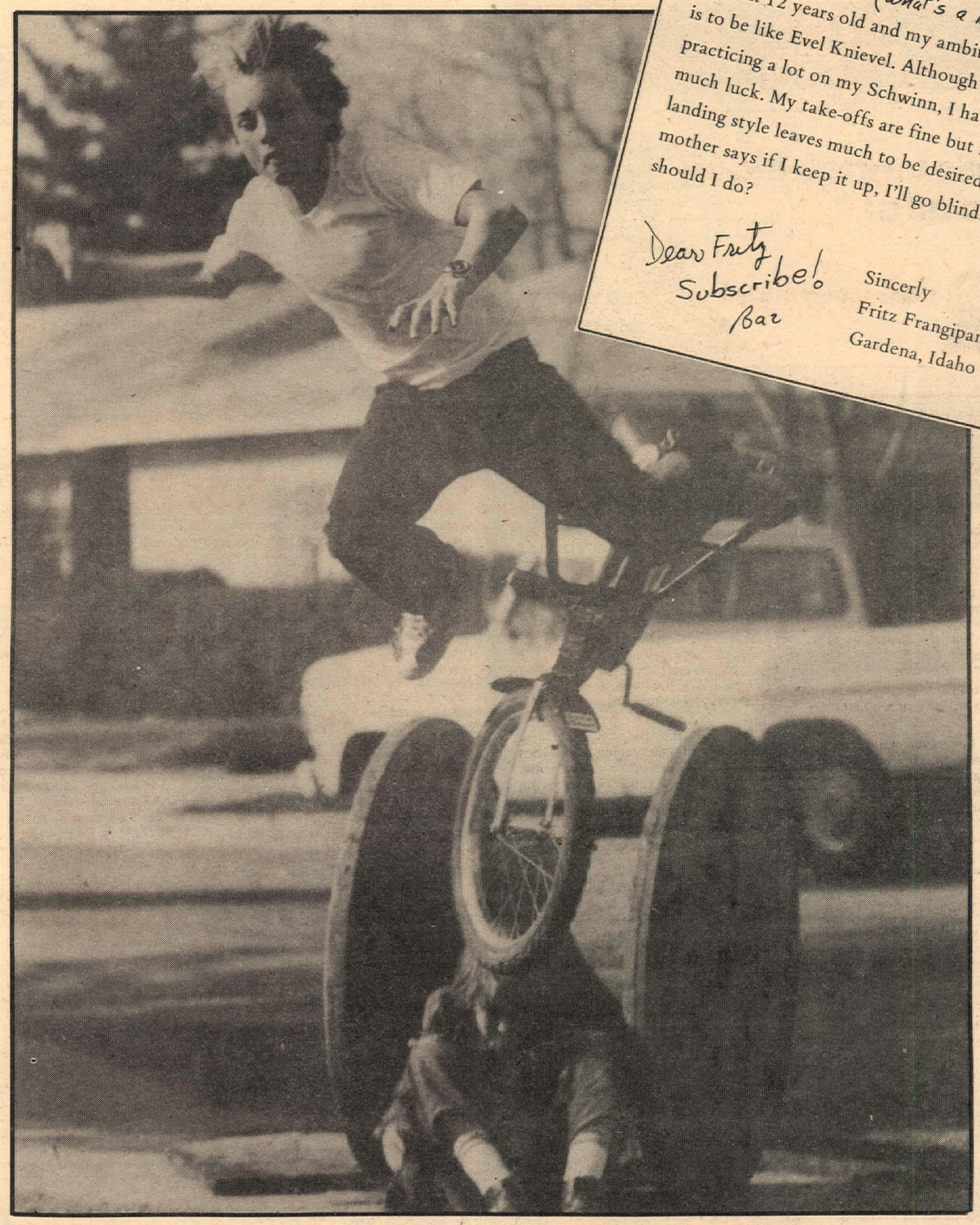
30 Van Nostrand Avenue, Englewood, N. J. 07631
Also at Baltimore, Boston, Chicago, Denver, Houston, Jacksonville, Los Angeles, San Francisco and Seattle

Dear Bazooda Pete: (What's a Bazooda?)

I am 12 years old and my ambition in life is to be like Evel Knievel. Although I've been practicing a lot on my Schwinn, I haven't had much luck. My take-offs are fine but my landing style leaves much to be desired. My mother says if I keep it up, I'll go blind. What should I do?

Dear Fritz
Subscribe!
Baz

Sincerly
Fritz Frangipani
Gardena, Idaho



NEXT WEEK: Bazooka Pete gets a split drip off his jelly spoon!

Often imitated . . . never duplicated!

Clip out & mail today!

CYCLE NEWS
P.O. Box 498
Long Beach, Ca. 90801

(213)427-7433
from 9 to 5 weekdays.

SUBSCRIBE TO CYCLE NEWS

CYCLE NEWS WEST (1 yr.) ..... $10.00 ☐
CYCLE NEWS WEST (2 yrs.) ..... $17.00 ☐
CYCLE NEWS WEST (3 yrs.) ..... $21.00 ☐
Via 1st class mail for one year ..... $30.00 ☐
Via air mail for 1 year ..... $40.00 ☐

☐ This is a new subscription
☐ THIS IS A RENEWAL
☐ I enclose check or money order
☐ Please bill me

DEAR BAZOOKA PETE: Say, don't they race some famous T. T. on the Isle Of Clam? Send me Cycle News each week.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Due to postal regulations for mailing periodicals, we must have your correct ZIP CODE!
Please fill out this form completely and allow three weeks for new subscriptions to start.
Prices Listed For U.S. Mail Only. Foreign Rates on Request.
Canadian subscribers, please make checks payable in U.S. funds and add fifty cents for processing.

the latest poop

by Papa Wealey

Jimmy Weinert was out testing those YZ Yamaha 'crossers and fell off. The result was a broken hand, and the result of that was that Jimmy is heading back to New York to recover. Heal quickly; we'll miss you.

* * *

CMC has moved into Texas. They have rustled up a whole passle of riders and tracks down there and should be doing some big things in that area soon. They are also beginning to cook in Washington and Nevada. Look out, Worthington.

* * *

Lions Drag Strip is planning to start an all-bike event on a weekly basis. It isn't for-sure yet and no particular schedule has been set up. We will keep you four-forty freaks posted.

* * *

Phil Read, 250cc World Champion road racer, is beginning to try out racing cars.

* * *

Incidentally, if you have ever wondered who the mad genius is behind the subscription and want ad blanks this is your chance to find out. It is Paul Boudreau, our production manager.

* * *

The CN Clownaround and Motocross Side Show converged on Indian Dunes on our day off. What to our dust-filled, wondering eyes should appear but the factory Yamaha MX team complete with everybody. DeWayne Jones is still walking stiff-legged with a multi-colored mouse under his left peeper. Gary Jones was testing some new RT-2's. Lots of Japanese onlookers were in evidence including factory mechanics in prototype Yamaha coveralls and the No. 1 factory rider from Japan, Hideo Suzuki (no kidding). Hideo would have liked to ride in the U.S. Cup races, but couldn't get an AMA license. Don Jones revealed that he now has about nine Yamahas to tinker with. Some novel head-barrel-pipe configurations were noticed on the Jones' machines. The RT-2 MX is about the only mellow-sounding two-stroke we've ever heard at Indian Dunes.

* * *

Alright, readers out around in Pomona. This is the last time we are going to tell you. Richard Brownell is running in the Republican primary for the 49th assembly district. He is one of the very few politicos that can and will do us some good. His name is on the top of the ballot. If you aren't a Republican then tell your friends.

* * *

We noticed with considerable interest that Billy Barkfeather had turned up in Australian Motorcycle News. They liked old Bill so well that they even used what we had written about him. They say that imitation is the most sincere form of flattery.

* * *

While you Californians are putting pen to paper you might do something about the Helmet Bill. At the moment Mr. Biddle, the dude who sponsored the bill, has asked for it to be shelved until after the June 6 primary. This means that he is scared and has started playing politics with you. It is too controversial; the pressure is being felt. So keep it up. Write the Senator in your district who is up for election. Tell him how you feel, and ask for his position on it. He *will* reply. If he says that he has been against it all along, he's your man. If he says that he is getting so much mail about it that he is reconsidering, he is quite likely pussy-footing. There are three places you can write: your state Senator, the Senate Transportation Committee, and Commander Sullivan of the California Highway Patrol. If for some reason you should favor helmets you might also suggest them for automobile drivers (helmets there would save many more lives every year, even proportionally) and horseback riders.

* * *

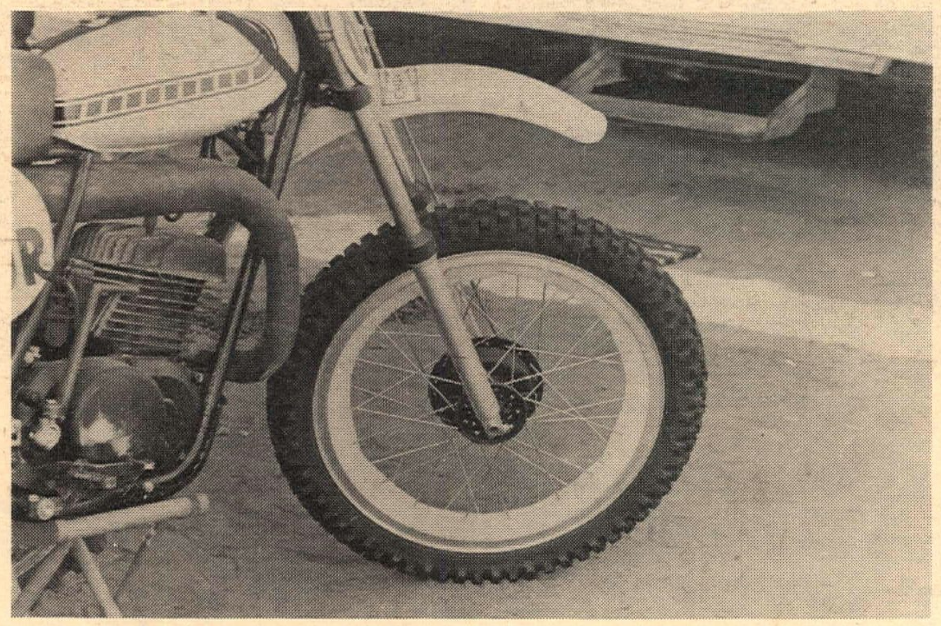
Gene Romero and Skip Bartha have opened a motorcycle racing specialties shop. It is in Burbank on Magnolia. Maybe you can get some tips on being National Champ.

* * *

Gary Wells is alive and, well, racing in Texas. He is doing well in both motocross and flattrack. Still, it was a good rumor.

* * *

There should be a picture around here somewhere of a front wheel on a Team Yamaha. That front wheel was prepared by Don Jones, i.e. very meticulously. If you look closely you can see that the inside of the rim looks a tad peculiar. This is because Don has filled it with styrofoam to keep the mud out and thereby reduce unsprung weight. We can't help but wonder if the tires are filled with helium.



* * *

Did you read the want ads last week? If you did you saw a whole mess of ads saying things like "Mert's gonna do it" and "Mert's on the move". Now turn to page six and see who won the Ascot Half Mile this week. You read it first in Cycle News. Congratulations, Mert.

* * *

For the last 90 days there have been no Hodaka 100 engines manufactured. They are all 125's now. You will still be able to get bits and pieces for the 100's but no whole engines. Pretty soon we may see a 175 coming from the people who make the red Rats.

* * *

If you have been putting off getting parts for your Japanese bike, you had better get cracking. There has been a shipping strike in Japan for twenty days which may go on for quite a bit. The upshot of the whole thing may be a raise in prices of parts, bikes, and authentic Japanese food.

* * *

Ossa is developing a very bizarre 250 motocrosser. It is said to be very fast, good handling, and light. Some of the nice things probably come from its monocoque frame. Roger DeCoster is in on developing the little rascal.

* * *

Phil Read may start riding for MV and help them develop a better 350.

* * *

Hey road racers, here are some bikes that may come your way as production racers. Kawasaki may build a three cylinder 350 racer. Yamaha may produce water-cooled, disc-stopped versions of their present 250 and 350 production racers. The latter is getting about 70 pony-power in Europe.

* * *

A couple of weeks back our CMC correspondent, Buzz Baty, became quite sick Saturday night. He tried to get hold of somebody here but we were all off covering various other events. So it turned out that there was no one to cover CMC Carlsbad that day. Since then we have been showered with letters filled with complaints. Thought that you might like to know what happened.

* * *

Speaking of CMC, you may have noticed that we have changed our format somewhat so that one event is featured each week while the others are given somewhat briefer coverage (like a bikini). If you are interested in getting your name in Cycle News you can just try to figure out which one we are going to feature and go out and win it.

* * *

CREDENCE CLEARWATER REVIVAL GO NORTON: Stu Cook and Doug Clifford have just purchased 1972 model Roadsters from Brad Lackey's Cycle World in Berkeley, California. "Not bad for a small distributor who could only manage to get three riders into the Main at San Jose," says Mike Jackson.

* * *

There is some thought that the Japanese manufacturers may have agreed not to produce any machines larger than 750cc. However, this would seem to be disproved by the fact that Kawasaki is fooling with a 1000cc machine that they hope to debut at the Laguna Seca National road race. What plans other companies have for over-750 machines is not known. This may, however, have some effect on possible Hodaka plans for an 883cc trail bike.

* * *

Paul Smart is picking up a frame made by Colin Seeley for his 750 Kawasaki racer.

* * *

"I WANT TO LIVE TO BE AN OLD MAN." That was the explanation Jarno Saarinen gave for his possible retirement at the end of the present road racing season. He is the man who has beaten World Champion Giacomo Agostini in two Grand Prix, the West German and French, and finished second to him most recently in Austria. He rides a very quick Yamaha water-cooled twin.

* * *

Some of you may have noticed a small item on page 16 of the last issue that indicated that the Silver State Three Days Trial was cancelled. This came about because only 70 people entered. A lot of people seemed to have been driven away from the event because promotion suggested that it was geared to the factory teams. A rather unfortunate situation in this, the year of the privateer. Organizations promoting similar ISDT qualifying events, take note. There are a lot of riders who would like to participate, if they thought they could.

* * *

We met somebody the other day who actually claims to like Ron Schneiders. Alice Rhea met him out in the desert a while back. "He started my motorcycle for me." says our Desert Fox.

* * *

It seems as though that four-cylinder Yamaha 750 that we saw previews of may actually be air-cooled instead of water-cooled as the prototype was. Also in Yamaha's R&D center is a large-displacement dirt bike. It will be bigger than the present 360cc model.

* * *

Bob Grossi will be back from his exploits in Europe on the first of June.

* * *

Skip Newell from Kawasaki dropped by to tell us about some of the things that the Big K is up to. He was most excited about the Kawasaki Superbike National Road Race at Laguna Seca July 21 through 23. This will be a National with $50,000 up for grabs and the proceeds will go to charity! In addition to the standard events, there will be a sidecar race. It is Kawasaki's hope that this will promote the sport of motorcycle road racing in the area and give a boost to ACA/AFM events. A five-year contract has been signed for this event, and it is hoped that it will be used for the Trans-Atlantic series in the future since Laguna Seca is a very European type of course. Kawasaki hope to do up drag races along similar lines. They are promoting events that will compliment their performance image.

* * *

While Skip Newell was here he told us about some other Kawasaki happenings. Sonny Routt is building a drag bike with two 750 Kaw engines. Kawasaki has hired Don Smith, formerly with Montesa, to develop a trials bike. They believe that there would be quite a healthy market for a good, low-cost feet-upper. They have nothing on paper with John DeSoto yet. Kawasaki is going to field an ISDT team under the management of Bryon Farnsworth this year. Skip was reluctant to say anything about the 1000cc road bike or the big (400 or more cc) 'crosser.

* * *

Look for disc brakes on all the road-going Hondas next year. Discs may also appear on their dirt bikes. They are using one on the 90cc machine that has just been introduced over in Japan. It certainly would be a fine idea since drums just aren't as good as discs. Are you other manufacturers paying attention?

* * *

Suzuki will not be at Laconia. They have not been able to revise their 750 water cooled machines to the satisfaction of the AMA. "It will require completely new equipment," said Paul Garnant of U.S. Suzuki. For this reason it is possible that the 170 mph threes may not be at the Indianapolis or Laguna Seca National asphalt events either.

* * *

HAVE YOU WRITTEN YET? The AMA informs us that the letters received by the White House have begun to have an effect on the administration's thinking about The Proclamation and use of federal lands for motorcycles.

(Please turn to page 36)

WHICH ONE WAS THE ONE WHO WON??? or, The Grea

Ron Bass, he endoed and didn't do well.

Gary Jones gets flashy on the newest Yamaha proto.

By John Bethea

CARLSBAD, CAL., May 28, 1972 – The lead changed 24 times during the second 30-minute Open Moto of the U.S. Cup Motocross at Carlsbad Raceway, and when the checkered came out, the lap counters were bewildered as to who won – Brad Lackey or John DeSoto? It was that close. Well, what do you do? Ask them? They did, and Brad and John looked at each other and smiled.

"We know that the guy on the inside was six inches ahead," is reported to have been one scorer's statement. "Now which of you was on the inside?" Apparently Brad won, but it didn't upset John. A pre-race "agreement" with Kawasaki took care of that.

That "agreement" was that if both John and Brad, both Kawasaki mounted, got into the lead of any or all motos, the firm would make up the difference in the purse. Since the machines are prototypes, the factory didn't want the "teammates" to get into a really rough and tough hassle and destroy each others' chances.

"That sounds like a pay-off not to go all out!" you might exclaim. If you had been there, you'd be convinced that wasn't so. That little "cool it twixt yourselves" hassle in moto two pushed the pair into a tremendous 30-second lead over third place Jim Cooke, Kawasaki mounted too...but he wasn't cooling it. Lap after lap he tried desperately to keep up with the team riders. What he wound up doing was battling with Gary Harris (Hus) for the overall third.

That second moto set up an interesting situation for the finale. After Brad got back from a poor start in the initial round to scurry into second place only to have time run out before the wire-to-wire DeSoto win, it set up a tie for first overall. Round three was the showdown. Would the playing-while-dominating continue or would the pair square-off and *really* get it on.

They really got it on and immediately said farewell to the rest of the talent-loaded Open class. The pace was staggering.

Brad shot to the lead, held it for several laps, but John got an opening and tank-slapped by to the point. Lap after lap, he continued to lead but couldn't shake his former CZ teammate of a year ago. Then it happened. Brad zipped by to take the lead. This time it wasn't a narrow one. He began quickly stretching it out and was soon running away from DeSoto, who was still lengthening his lead ahead of Cooke. Mechanical problems?

Many thought so, including John's wife (she's expecting again), Patti. "I think his shock has broken; he's definitely not riding like he was. It's handling differently."

After Brad picked up the easy checkered, John pulled across, patted Brad on the back, then continued on into the pits, leaving Lackey at the finish line to celebrate his laurels. He pulled up into the Kawasaki camp, dismounted and plopped on a nearby tool chest. "Whew! I just got tired. I gotta get rid of some of this," and he grabbed some of the flab of his stomach. "No problems, I'm just out of shape."

Behind the Kawasaki sweep, Jim West rounded out a Husky 4-5 split overall. His woes turned to cheers after three motos of hassling with CZ's Jim Wilson and Maico's Gary Chaplin. Greg Smith whipped out an impressive eighth for he and Maico.

Non-teammates Gary Jones (Yam) and Mike Runyard (Mon) took turns wowing the 12,000 fans on hand during the two-day session.

Jones, who unloaded two of the nine new proto-Yamahas in America when he arrived, chose the best for the first moto and found himself aced by last week's 250 winner, Jim Pomeroy (Bul). Jim did it in fine style. While leading, he got jammed behind a slower rider and killed the engine, letting Jones into the lead. Stuck back in second (he got it started quickly), time was running out...but so was the Yamaha's power, and Jones was soon dispatched into second again, where he finished.

When Pomeroy's frame broke while moving up in the second heat, Jones faced a new foe – Runyard, third in the first. Mike, too, got a bad start ("whenever he gets a good start, he's gonna be tough to beat," says his Pop) but was picking up ground on Jones, who had now switched over to his backup machine. The downhill was the difference. There, and only there, was where Mike gobbled up the yardage. Ten minutes remained when Mike came up to Jones' tailpipe. Peter Lamppu, being lapped in the low-land esses, fought hard to retain Gary, but Jones got by with Mike, Lamppu's Montesa mate, hot in the hunt. Peter saw it was

Bob Haag won the 250 Novice class Saturday – convincingly.

...And Jeff Wecker topped the 250 A/E.

Jim West and Gary Chaplin had one of the finer duels in the Open pro class.

Berkeley–Hawaii Two-Step Boogaloo

They used to be CZ-teammates...now they're together again on Kawasaki.

Jones breaks to the lead.

Mike in second and nearly pulled off the track to give Mike enough room to get by. Half a lap later, Runyard took the lead to win.

A 4-4 tie by Olympic scoring set up the final dhowdown. Jones broke to the lead – Runyard shut out in the midst of the pack. Thirty minutes is a long time and...boom, boom, boom...Mike was in fourth, moving up on Rich Eierstedt (Mai) who was making a remarkably fine showing for himself this day. Like clockwork based upon moto two, Runyard got by and set his sights on Jones, again dominating the field.

Woops! Mike made that mistake and slid out, allowing Eierstedt to slip by. Three laps of fighting to regain second had its score and Runyard could never again get into contention.

Jim Wicks (CZ) had a fine first-round showing, but faltered slightly in the final two to take fourth behind Eierstedt overall. Bill Urban and Greg Robertson firmed-up a 4-5-6 CZ sweep ahead of Montesa's Lamppu and CZ's Rex Staten.

Leisuretech's promoters have been taking a drubbing at the gates in the three-race series. Low crowd numbers compared to high advertising costs has made for a loss in their pockets, but round four – the Coliseum – is coming up July 8 and there they hope to get into the black again.

Meanwhile, Saturday's program didn't give them much condolences. A total of only 54 riders showed for the Amateur events. This was slightly better than last Saturday at Saddleback where the D-37 'shoes that did appear had easy pickins'. Tony Rogers comfortably kept his point lead there.

One-third of that total faced-off in just one class, the 250 Novice, and Bob Haag clearly demonstrated why he shouldn't be classified a Novice as he made several run-from-behind runaways. Dave Lasch aced out Scott Hartley for second overall.

The 11 rider 125 Novice class was topped by John Hagar while the six-rider Open Novice group had Chris Dawson at the helm.

Jeff Wecker, who signed up originally to ride today, found out he entered too late and was given the option to ride Saturday with the Experts. He did and won the 250 A/E class, 13 riders strong. Half a dozen riders signed in for the combined 125/Open Expert classes and Ron Acebedo and Wayne Boyer won their respective classes.

RESULTS

250 PROFESSIONAL	
Gary Jones	Yam
Mike Runyard	Mon
Richard Eierstedt	Mai
Jim Wicks	CZ
Billy Urban	CZ
Greg Robertson	CZ
Peter Lamppu	Mon
Rex Staten	CZ
Eddie Cole	Yam
Billy Grossi	Hus
John Dallaire	Mai
Bryar Holcomb	AJS
Gunnar Lindstrom	Hus
Jim Pomeroy	Bul
Morris Malone	AJS
Tom Volin	Hus
John Maroney	Hus
Chuck Lunde	CZ
John Caldwell	CZ
Robin Cerasuolo	Bul
500 PROFESSIONAL	
Brad Lackey	Kaw
John DeSoto	Kaw
Jim Cooke	Kaw
Gary Harris	Hus
Jim West	Hus
Jim Wilson	CZ
Gary Chaplin	Mai
Greg Smith	Mai
Bob Brown	CZ
Walt Axtheim	Mai
Mark Nohr	Mai
Dave Smith	Mai
Chuck O'Leary	Hus
Dave Crandell	Hus
Dave Helleck	CZ
Rob Norgaard	CZ
Lars Larsson	Hus
Dennis Packard	Mai
Rich Thorwadlson	Suz
Ron Bass	Mai
SPORTSMAN	
125 NOV	
John Hagar	
Rich Sheren	
Ron Schwab	
250 NOV	
Bob Haag	
David Lasch	
Scott Hartley	
250 A/E	
Jeff Wecker	
Jason Yodogawa	
Greg Allen	
OPEN NOV	
Chris Dawson	
OPEN EX	
Wayne Boyer	
125 EX	
Ron Acebedo	

SPEND A DAY WITH

J.N. ROBERTS

Saturday, June 3 9 AM - 9 PM ● Sunday, June 4 9 AM - 6 PM AT THE CYCLE HOUSE

THE CYCLE HOUSE DOES IT AGAIN!

Another BIG WEEKEND OF BARGAINS, SALES & FUN. Movies, rapping with J. N., Hour-Long Surprise Sales, Etc., Etc. & Etc.!!!

SUIT • UP • FOR • SUMMER

$$ SPECIALS $$

- BELL HELMETS . . . STAR, MAGNUM, RT . . . All colors & sizes. THIS WEEKEND ONLY – A BELL HELMET BAG FREE with each helmet purchased . . . . $$$$
- HEAD & FACE GEAR . . . Goggles, Rock-Catchers, Dust Masks. SPECIAL LOW PRICES on all brands. This weekend only . . . . . $$$$
- TORSTEN HALLMAN JERSEYS . . . All colors & Sizes This weekend only $9.99
- TORSTEN HALLMAN GP CHEST PROTECTORS This weekend only $12.95
- MX LEATHER GLOVES. . . . . TOP GEAR $7.95 Grand Prix $4.95 Kids/Ladies $6.95
- ENDURA MX LEATHER PANTS . . . Padded, Lined, Belt, Leg Zippers. All colors. This weekend only – Pre-Cut $54.95, Custom-Tailored $62.50
- GRAND PRIX MX LEATHER PANTS . . . Padded, Lined, Belt, Leg Zippers. Black, Blue, Red, Yellow or White. This weekend only $47.95
- J.T SOCKS . . . All Colors & Sizes. This weekend only. $4.69
- TOP GEAR MX BOOTS . . . LARGE QUANTITY in stock. This weekend only $37.95
- WALKER LACE-UP BOOTS . . . LARGE QUANTITY in stock. This weekend only $27.95
- $25 GIFT CERTIFICATE DRAWING . . . Drawn from $1.00-or-more CYCLE HOUSE Sales Receipts . . . $$$$
- FREE PASSES (Saddleback, Speedway, Disneyland, Etc.)
- $$$ SURPRISE HOUR-LONG SUPER SALES $$$

• TORCO OIL 75c • NPG $1.49 • DUC TAPE 99c • ETC., ETC. & ETC.

PLUS OUR EVERYDAY BARGAINS FROM OUR COMPLETE LINE OF PARTS & ACCESSORIES.

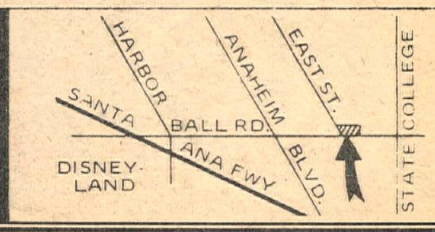
BRAND NEW – FROM MICRO-TIME – The "COLOR TUNE" Carburetor Kit that allows you to SEE the color of your engine's combustion! Bring YOUR bike to the CYCLE HOUSE Saturday, June 3, (only) and have your carburetor checked FREE with this newest tuning device.

"COLOR TUNER KIT" Reg. List $39.95

This weekend only . . . SPECIAL $23.95

THE CYCLE HOUSE

SHOWROOM
1201 A East Ball Road
Anaheim, California 92805
(714) 776-1250



The 125 Juniors are off into the Gardena night, teeth clenched, eyes straight ahead (or closed), knuckles white.

THE CRAZIEST RACING: CMC ASCOT

By Buzz Baty

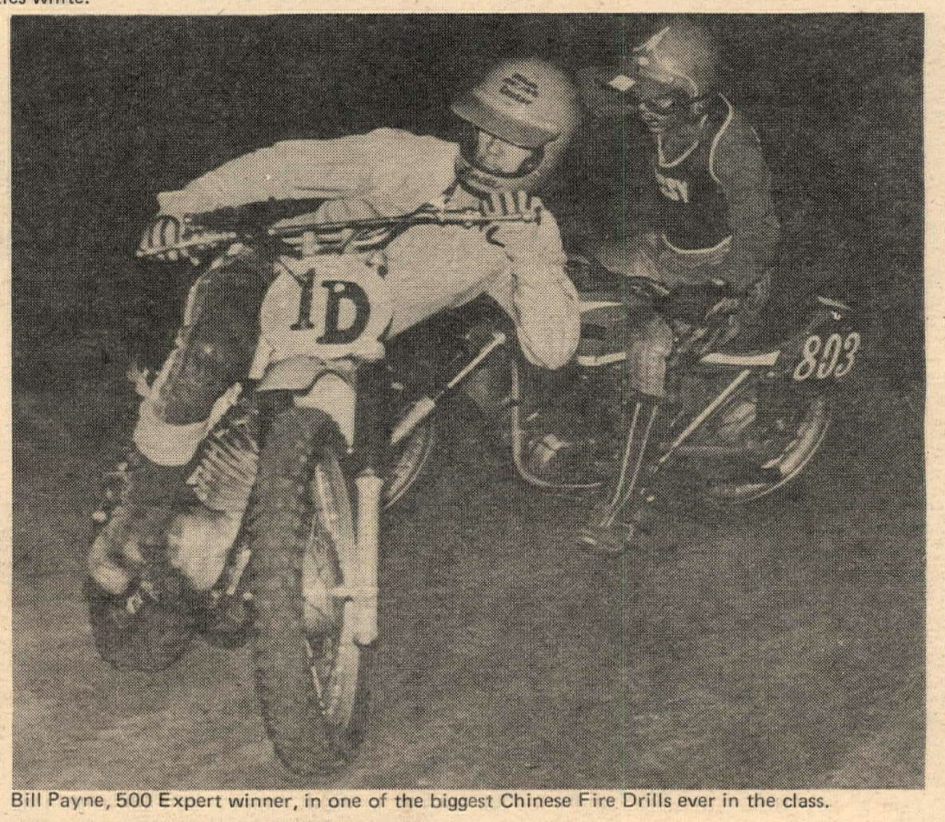
GARDENA, CALIF., May 24, 1972 — DAFFYNITION: Chinese Fire Drill, mass confusion followed by systematic chaos. The above dalliance with words aptly describes the action in the 500 Expert class tonight.

The first 500 win went to Bill Payne and his radial-finned Maico, Bob Messer running second with his CZ, and Ron DeSoto taking third on another CZ. This first round was orderly and precise, the way you come to expect a field of Experts to be, from that point on the Chinese Fire Drill virus seemed to bite the 500 Expert field enmasse.

Bill Payne couldn't find the front of the pack in the second round, and ran the tail end Charlie spot for the first lap. Bob Messer got out in front, being chased by Ron DeSoto. The rest of the field, including Dave Pessy, Bob Hershey, Brian Lendl, etc., were busy trying to keep from being passed by the hard charging Bill Payne. They were very successful, Bill ended up in sixth place, Messer taking the win, DeSoto in second.

Bill Payne may have an excuse for his erratic behavior and riding style. He came up to me all full of happiness, singing out for all to hear that he is now engaged. The lucky gal is the beautiful Miss Linda Archer, an eighteen-year old San Fernando Valley resident. Congratulations, Bill and Linda.

The last round would be the round to put the icing on the cake...At least four guys had a shot at first overall. Now wouldn't you know that Bob Messer and Bill Payne, the two who were leading on points, would get off the line dead last. Dave Pessy pushed his Ossa to the front, followed by Ron DeSoto's CZ. From the half way point of the first lap of this last moto, for these 500 Experts there was passing, lead changes, and falling back that went on in wholesale bunches. Pessy lost the lead to DeSoto and fell back to sixth, Payne moved from dead last past the whole field to second. On the second lap! Bob Hershey came from about sixth to take the lead from DeSoto and Messer came from last spot to take fourth. It was too much, Hershey went wide on a third lap corner, giving the lead back to DeSoto, who just as quick got zapped by Payne. Bill managed to hold the lead to the finish with DeSoto second, Pessy third and Messer fourth. How close was it? Final score after three rounds: Payne, 895, Messer, 869, DeSoto, 825.



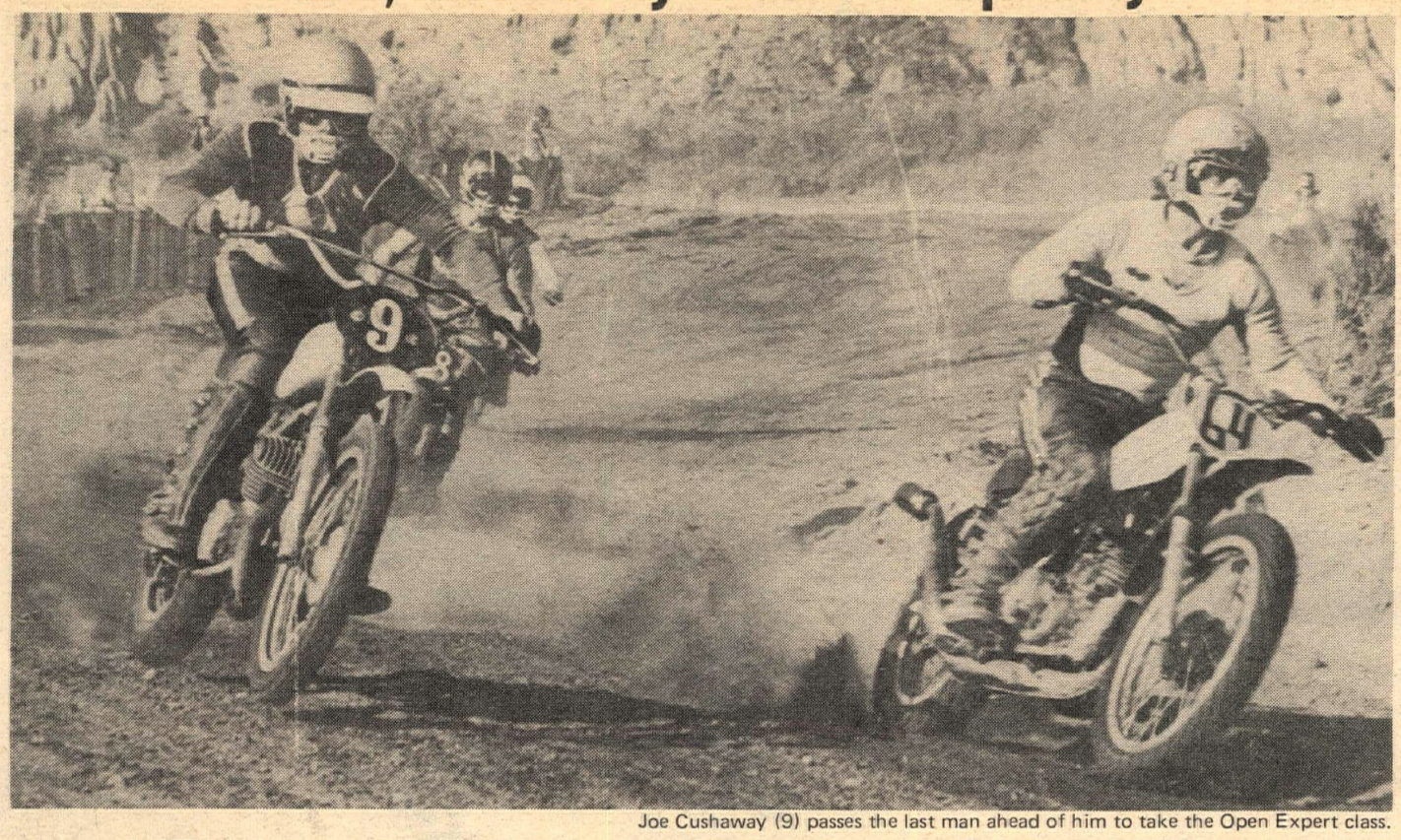
Bill Payne, 500 Expert winner, in one of the biggest Chinese Fire Drills ever in the class.

Jeff Wright leading Volkmann (58K) and Gerber. The style and concentration it takes to wire, and win, Ascot MX.

Jeff Wright has a secret weapon, he rolls up to the starting line, he has his own spot marked with a special dye that only he can see. While everybody else watches the starter, Jeff reaches down and picks up this super strong, super invisible wire that is laid in a perfect groove around the Ascot course.

Jeff put it there one dark night in the middle of the day. He attaches this strong invisible wire to what the casual observer thinks is a Puch engine in his scooter. Ah ha, I now know his secret. It's not a Puch engine, it's a fantastic high speed take-up reel, he attaches the super strong, super invisible wire to the super high speed take-up reel in the disguised Puch. When he releases the clutch, it's not driving the rear wheel, it's turning the take-up reel, no mistakes, always the same line through all the corners to the checkered flag, 1-2-3, first overall. Now who says he doesn't have this track wired.

Clark, Cushaway Shine at Spillway



Joe Cushaway (9) passes the last man ahead of him to take the Open Expert class.

By Mike Anderson
Photos by Jim Knowles

SANTA MARIA, CAL., May 14, 1972 – When Terry Clark was asked, "How do you like the Spillway Park Motocross Track?" his reply was "It's motocross all right, and I love it." He should, as he tip-toed off with a "lion's share" of the $500 cash purse by winning both the 125 and 250 Professional classes.

Pre-race favorite Mike David was plagued with problems in the 125 class, making it a no-contest for Clark and his rapid Harley. While leading the first moto, Mike's handlebar cracked and broke off. He got it fixed just in time to catch the last three laps leaving Clark to completely zap the field.

The second moto saw the same story with problems for Mike, but this time he finished second – but not within striking distance of Clark. The third moto saw problems again but this time for Clark. Clark got another one of his fantastically rotten starts, but this time never caught the pack. Mike went on to win with a lead of about 100 yards.

Sherman Schneller and John Grossini both traded the lead for many laps in the 250 Pro event while farther back Clark was moving his way through the pack and around LeRoy Cushaway, who fell trying to make a good start out of a bad one. John Grossini started fading back and Sherman continued pushing. Terry Clark soon started to gain ground on a very tired Sherman. With one lap to go Sherman began riding wild trying to maintain his very small lead, but Clark got by for the win with Sherman second and Grossini third.

The next two motos never saw Sherman and John in contention, but it did see a new threat to the winning ways of Clark. It was LeRoy Cushaway, an Intermediate. LeRoy led Clark many times and showed fantastic style holding on for second while leaving other Experts far behind, but due to his bad first moto he ended up third.

LeRoy's younger brother, Joe Cushaway, riding a CZ did it in the Open Experts again. Joe continued to dominate his class with exception to a second moto spill when Chuck Czerwinski (Mai) and Joe collided leaving Joe on the ground and Chuck with a fantastic lead. A lot of merit goes to Chuck though as he is only an Intermediate and he rode as a Pro.

(Results on page 40)

CZs Sweep Sod

By Andre Ney

SAN DIEGO FOUR CORNERS, CALIF., May 21, 1972 – Despite a recent brush fire the Sod Busters held a very successful motocross here today. All solo classes ran one 15 and one 20 minute moto on the fast 1.1 mile course. The sidehacks went three laps twice.

Mike Stephenson led a CZ sweep of the Open Expert class. Martin Widtery took the Expert 250 event aboard another CZ.

Bultaco mounted Brad Smith won the 125 Expert event. Third was taken by Steve Sabin who was riding his first Expert race.

(Results on page 38)

Sage Hoppers do it Backwards

By Andre Ney

SAN DIEGO, CALIF., May 28, 1972 – The Sage Hoppers ran the Four Corners course in reverse today, an idea that was well received by the riders. It was a very fast circuit which included the normal TT jump and a good motocross-style jump.

There was a good turnout for the event, though not quite as large as last week's crowd of riders.

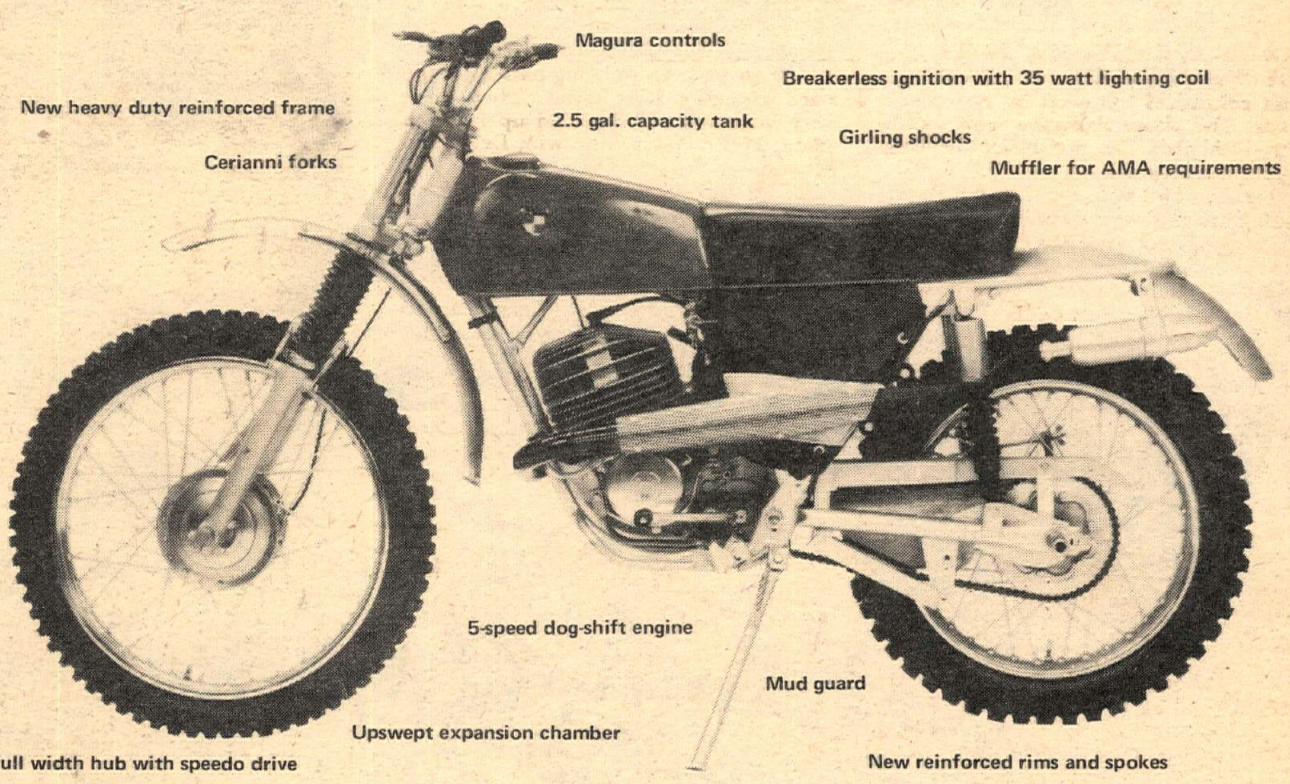
The two fifteen and one twenty minute moto were all set off with a "traffic light" start for the first time ever in D-38.

Mike Stephson must have liked the system as well as the more conventional methods, as he took all three motos in the Open Expert class aboard his CZ. Smith and Martin followed him in on two more big bore Chase Sleds.

(Results on page 40)

Wanted!
Members!
To represent in government
Motorcycle Owners, Riders,
and Enthusiasts
PO Box 26062, Sacramento 95826

1500 PUCHS NOW IN STOCK



The latest 125/175cc Puchs with the new 5-speed dog-shift transmissions are now available for new dealer set-ups. Check the specs then check with us.

The very latest Puchs out. Completely gone over and Americanized with the features you demand. The lightweight machine that's the finest new entry in the country.

	175cc Moto-Cross	125cc Moto-Cross
ENGINE		
Type	1—Cylinder - 2 Stroke (air cooled)	
Maximum Output	23.5 hp at 8000 RPM	19.5 hp at 8500 RPM
Compression Ratio	11.5 : 1	13 : 1
Bore	62mm	55mm
Stroke	56mm	52mm
Displacement	169cc	123.5cc
Cylinder	Alu-alloy with Cast Iron Liner	
Cylinder Head	Alu-alloy	
Crankshaft	Steel	
Inlet and Exhaust	Piston Timed Ports	
CARBURETOR		
Type	Bing Center-Float 27mm	26mm
Air Cleaner	Dry	
ELECTRICAL EQUIPMENT		
Ignition	Bosch-Breakless-Transistorized	
Lighting Coil	35 Watt A/C	

TRANSMISSION	
Gearbox	5 speed - foot operated
Clutch	Multi-disc (wet)
Primary	Helical Gear
Rear Chain	1/2" x 5/16"
CHASSIS	
Frame	Tubular-Square-Sectional
Front Forks	Telescopic-Cerianni-150mm Compression
Rear Shocks	Girling-Progressive Wound Springs
Brakes	Internal Expanding Shoe - 160mm Dia.
Tire, Front	300x21—MX-Knobby
Tire, Rear	350x18—MX-Knobby
Fuel Tank	Fiberglas 2.5 gals. Steel
Controls	Magura-ISDT Style
Speed Drive	Front Wheel
DIMENSIONS	
Wheelbase	53.3"
Overall Length	79.9"
Handle Bar Height	43.5"
Handle Bar Width	33.9"
Seat Height	32.8"
Ground Clearance	11.9"
Dry Weight	202.4 lbs.

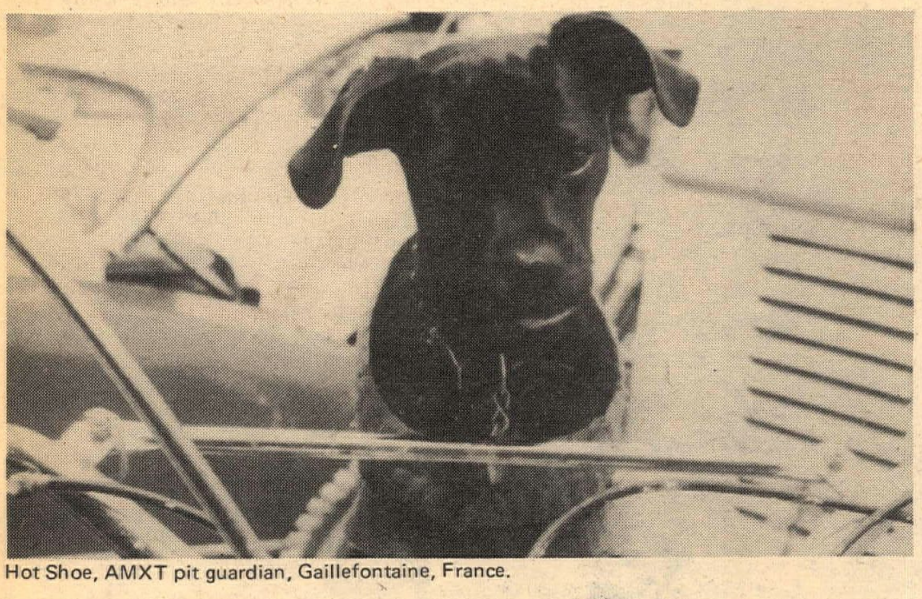
PUCH

We are now in the process of setting up new dealerships and have the machinery to deliver. We are backed by a full complement of parts and accessories including enduro/trials kits for the new Puchs. Get on the bandwagon with these new super machines today. Call or write for more information.

DISTRIBUTED BY:
American Puch Dist. Co. East
148 West Lancaster Ave., Downingtown, Pa. 19335 (215) 269-3923

THE WORD FROM HOTSHOE:

With Italian GP CNX, AMXT goes racing



Hot Shoe, AMXT pit guardian, Gaillefontaine, France.

Dear AMXT followers,

With the Italian Grand Prix cancelled last week, we were able to land a small international event for both Mark and Bob near Nancy, France. According to the English riders also at this race, our boys merely played a game of tag behind Pierre Karsmakers. The only trouble they encountered came from each other. Mark zapped up second place with Bob a few feet behind in third. Really a great show for the American flag! They thoroughly surprised the promoters who had only seen one American ride, and that was Hoppy Hopkins years ago. After the race they drove on to Sweden for the third round of the GP series.

Meanwhile just when Bryan was beginning to get it together on the Maico, he rode an internationl event near Rouen and broke the third finger on his throttle hand. It was during the first lap of the first moto that he caught a metal picket marking the track with his brake lever. The picket was bent and so was his finger. With 11 laps remaining, he finished the race and brought home a fourth place before driving off to the hospital pretty well fed up.

Instead of putting his whole forearm in a cast for a month as the doctor suggested, Bryan fabricated his own race protection. DiffBrake came in handy: with the brake system adjusted, he would only have to grip the throttle with his right hand. The 'invalid bike' as we fondly named it, draws quite a crowd. American ingenuity has always fascinated the French, and this differential braking system was something new.

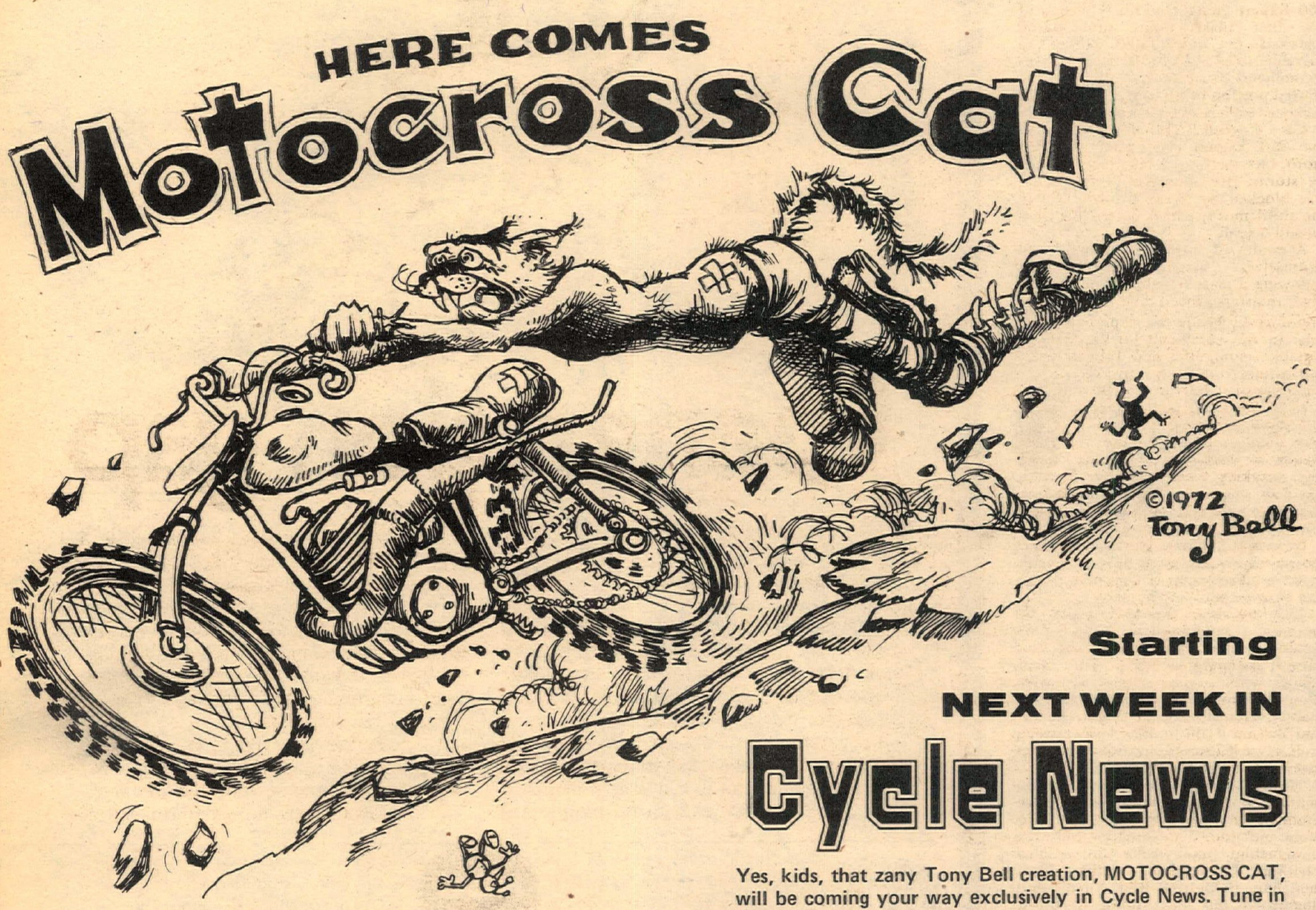
A mid-week international event gave Bryan a chance to try out his new system. Unfortunately, the course was rough and too much to handle with a bound up hand. We forfeited the ride to another American, John Barclay, who put in a steady ride and picked up some extra cash.

Another try Sunday at Gaillefontaine and another rough track. There were no record-breaking results, but enough riding to keep Bryan in condition. Hans Maisch, the son of the Maico owner, is taking France by storm. This race was perhaps his seventh win since the end of March.

The French Grand Prix is this weekend only 100 miles west of our AMXT outpost. Bryan hopes to try to finish the event despite his hand. Bob and Mark should be joining us here in Connerrè so we can all set sail together for the track. They will probably return stateside soon for the summer series and be back in Europe in August for the last few GP's. Sure wish you'd blow some sunny weather this way. The north of France has been rainy and cold; our clothes won't even dry on the line.

Best for now,
Hot Shoe, May 15

Brian Kenney scowls furiously at broken finger after using it to bend course marker at Rouen. Brian cusses politely in French.



Starting
NEXT WEEK IN
Cycle News

Yes, kids, that zany Tony Bell creation, MOTOCROSS CAT, will be coming your way exclusively in Cycle News. Tune in each week to the bizarre capers of this berm bouncing mouser as he whoops his way into your doo. And remember: you'll see it only in Cycle News. HOT CHA!

Pete Hall (Yam) responds to what the CRC offers at Rawhide Park.

CRC at Rawhide

By Christopher Ostlind

ELSINORE, CALIF., May 21, 1972 – Rawhide Park underwent extensive bulldozer work last week and the result was a very fast track without the usual bike and body breaking habits for which it was known.

The Open Novices really ripped the place up as Stewart Dowd (Mai), Bobby Morse (BSA), and John Van Dellen (Mai) traded off moto wins while making good use of the berms and fast straights. Morse came off the line smoking and left everyone in the dust in the first moto. Dowd came in second and Van Dellen was third in that one.

In the end it was Van Dellen winning it with Dowd second again. Those two were having their own personal battle and probably thought they were the only ones on the track.

Moto number three was the showdown with Dowd and Van Dellen pacing each other to a healthy lead over the rest of the pack. Dowd was evidently so stoied over the prospect of a first overall that he really started doing the boogie and squeaked out the overall victory over Van Dellen.

Emerging the winner in the 250 Novices was Mike Gunderson on a Yamaha as he took two seconds and a first over Bob Bernier (Yam) and Marty Gresham (Yam) to fill out the top three.

The CRC, Rawhide Park and Mother Nature all combined to make this a highly enjoyable day for everyone except the guys who didn't win.

Rawhide Park has really gone through some changes, safety-wise as well as course improvements. I think it would be worth your while to go out there, get some sun and ride your fanny off.

(Results on page 40)

AME Saddleback

By Rich Hoffman

ORANGE, CALIF., May 28, 1972 – AME riders returned to Saddleback Park today and in 100 degree weather ran their full program, including three 20 minute motos for each division.

David Boydstun (Yam) was overall winner today in the 250 Senior Division. Although Ray Topman won the first moto he seemed to tire in the last two, to give Boydstun the win.

John Miley (CZ) put it to the 500 Juniors for the second week in a row, with CZ riders Nick Pavone and Jerry Folsted finishing second and third respectively.

Greg Lee (CZ) continued his domination of the 250 Juniors today and it would seem that he may be headed for the Intermediate Division if he continues riding as he has the past few weeks.

Bill Jones of the AME announced today that they will hold a CZ series shortly with a new CZ going to the winner. The series will be run at Saddleback and Carlsbad. For further detail contact Bill or Jack Kell of the AME.

(Results on page 40)

MOTOCROSS

USMRC El Toro

By Pat Gross

EL TORO, CALIF., May 26, 1972 – "Double your pleasure, double your fun" could have been Bruce Baron's motto as he snatched a twin win at El Toro this Friday. The Husky-sponsored dynamo took both 125 and 250 Expert classes in clean sweeps over Yamaha riders Dave Carlson and Mark Tyer. However, Carlson's own sweep of the 100 Expert guaranteed his retension of the first place point spot Baron forfeited in an ill-fated junket to Sacramento's Cal-Expo. Reliable sources recommend Bruce strap a pillow to the injured portion of his anatomy; after all, number two has to try harder, right?

Gary Cochell (AJS) dropped out of the 250 Expert class after the first moto, but went on to take the 500 class by storm. His otherwise perfect score was blocked by Steve Brown's win in the third moto, which netted Brown a second overall.

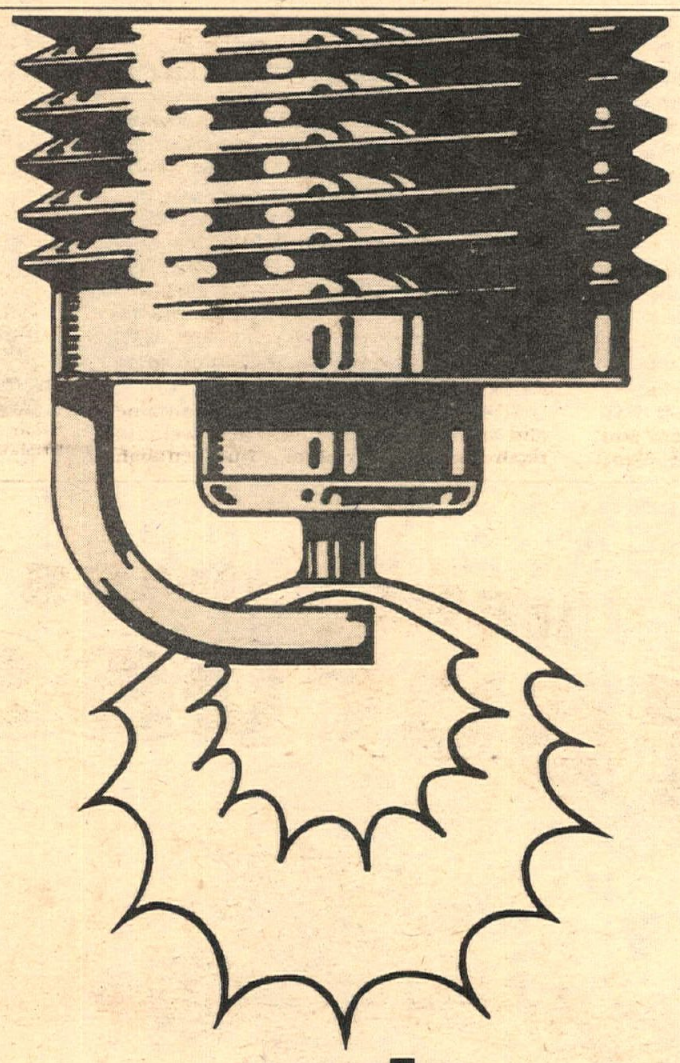
A swarm of surprised Juniors found themselves instant Intermediates following a mass transfer. A number of these transfers proved their readiness for the move by giving the Experts a rough time in the combined Int/Exp classes. Notable among the new Intermediates and winning their respective classes are Jack Hazard (Bul) in the 100 and 125, Brad Salate (Ric) a close second in the 125, Ron Bandy (CZ) in the 250, and Ray Badham (Hus) for the 500 class. Bandy in particular is locking elbows and knocking knees with the Experts. His hair trigger starts from the rubber band put him in close contention with Tyer, Carlson, and Baron himself.

It won't be long at the rate these Intermediates are going before another transfer takes place; El Toro may be the site of some hard-fought duels.

The hot-shoe Hondas ripped off another one-two-three for the Schoolboy class. This time it was Brad Dutoit sweeping in for a first, Mark Shader with a close second, and Mike Donnelly bringing up third. Another Bandy, Honda-mounted Mark, showed the Division I 100 Juniors how to sweep a class, as Richee Collins demonstrated likewise for Division II.

The 125 Junior Division I class was a field day for Yamahas with Mark Rodman first over the line, and Billy Bobp and John Van Brooklyn following close behind. John Adams (Bul) grabbed Division II honors, while Doug Benjamin (CZ) and Ron Nicol (Bul) stampeded the 250 Junior I and II respectively. Vern Maxwell on his Bultaco rounded out another exciting night of racing with his easy sweep of the 500 Junior class.

(Results on page 40)



Generation gap

That's where the action's generated. Right in that vital .020 to .035 inch gap. And the high voltage "zap" better be hot and right on time, every time.

NGK puts the power there via a special copper core. This "Heart of Copper" dissipates heat faster than ordinary iron cores. Which means a cooler electrode and insulator tip. Less chance for hot spots to cause pre-ignition.

Add a long, heat-keeping insulator nose for fouling protection and you've got a wide heat range plug that runs at idle or flat-out.

The payoff is in performance and longer life for two and four cycle engines. For one, two, or three cylinder bikes. Lawn mowers, outboards, snowmobiles and dune buggies.

NGK's are ideal in four and six cylinder sports cars; in imported and domestic compacts and sub-compacts where revs are higher, firing more frequent. And they help power-up high compression-high octane, or low compression-low octane V-8's.

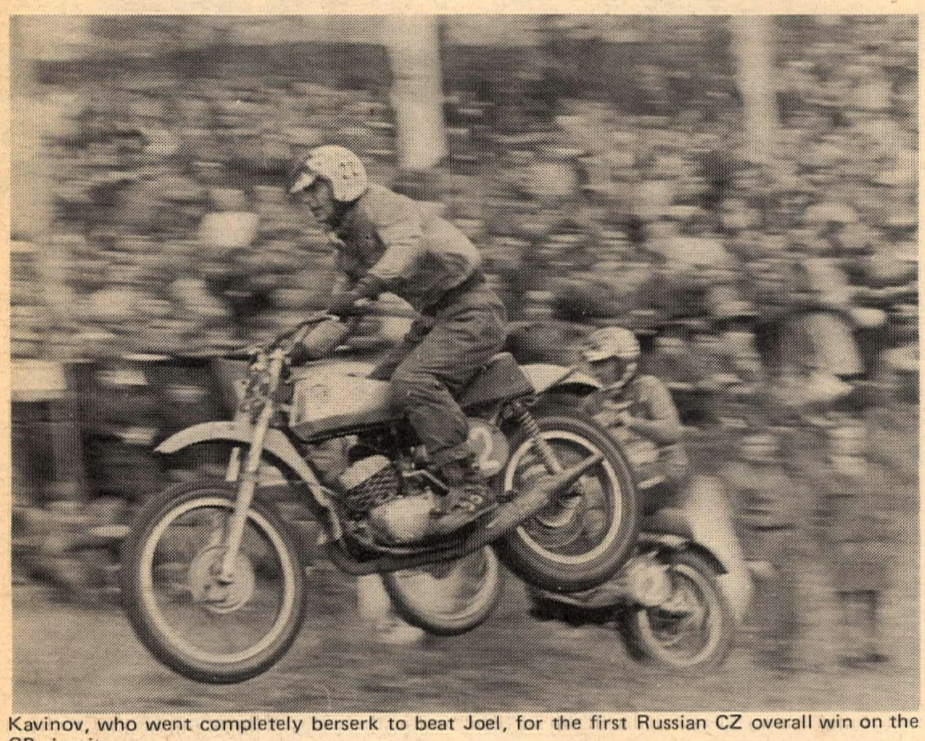
Whether your engine is young or old, NGK solves the generation gap. Plug in a set. NGK's don't cost more. They just do more.

NGK, the long life, hi-performance plug.

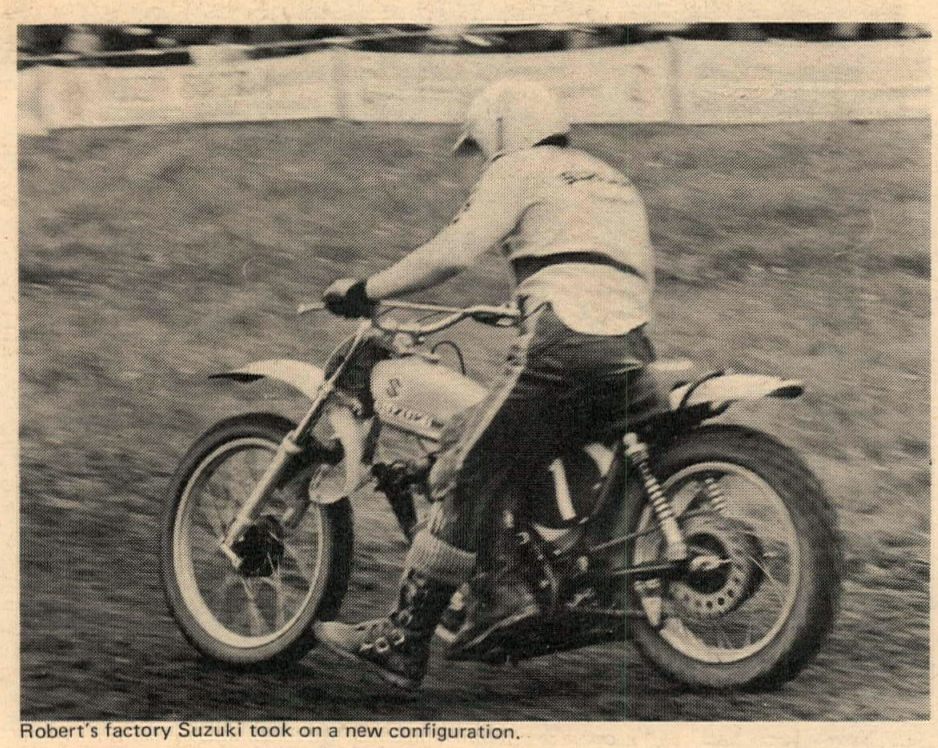
NGK

NGK SPARK PLUGS (U.S.A.), INC., 12511 Beatrice St., Los Angeles, California 90066

KAVINOV GOES BERSERK--BEATS JOEL



Kavinov, who went completely berserk to beat Joel, for the first Russian CZ overall win on the GP circuit.



Robert's factory Suzuki took on a new configuration.

By Strawberry Enterprises
Terry Pratt Story
Volney Howard Photos

HOLICE, CZECHOSLOVAKIA, May 14, 1972 – Vladimir Kavinov, a 19-year-old Russian riding a works CZ, interrupted Suzuki's domination of 250cc Grand Prix Motocross here today with a hard fought win in the Czechoslovakian World Championship round.

Crashing heavily in the opening laps of the first heat, the case hardened Russian broke off his front fender, half of the expansion chamber and he lost several positions.

When the initial shuffling was over Kavinov, lay in the middle of the pack behind about 15 of the world's toughest 250 riders including Miroslav Halm, the local Czech favorite who led for a few laps before he overslid entering a turn and loaded up his engine.

World Champion Joel Robert took command of the race at that point and after a couple of laps he had built up his customary 20 second lead.

Joel was coolly tooling around the tacky and super-bumpy three mile circuit but Kavinov was slamming across the bumps landing sideways, front wheel first – whatever was fastest.

With his broken exhaust pipe bellowing he made quick work of the also rans and then blew past some of the top names in the field. Arnie Kring, Alexei Kibirine and Miroslav Halm all fell under his wheels and then Kavinov caught and passed Husky rider Uno Palm and Yamaha rider Hakan Andersson who were having a heroic wheel to wheel battle for second place.

The stocky youngster closed to within 10 seconds of Joel before the Suzuki pit crew got out the go-fast sign and Joel gassed it to win the first round by 15 seconds.

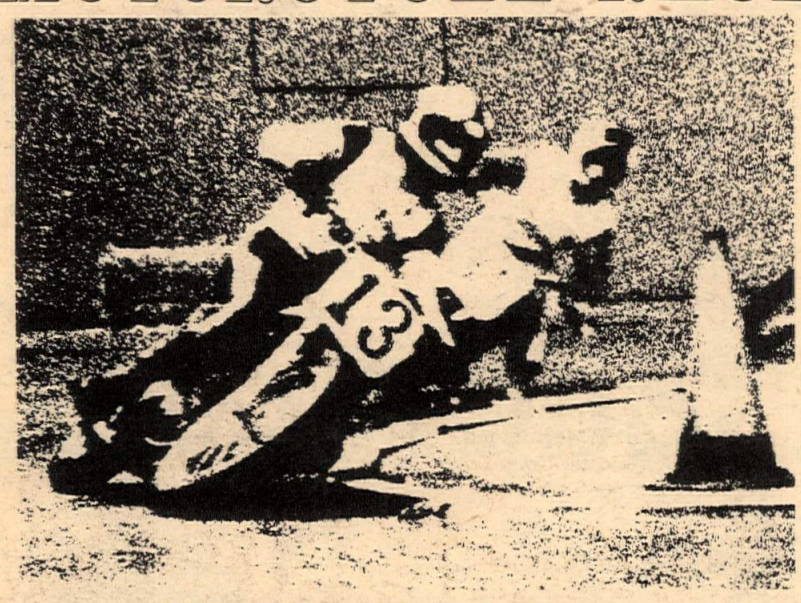
Joel also led the second heat, but this time Kavinov was rubbing knobbies with him from the first turn. For four laps they raced just seconds apart while the rest of the forty rider field trailed by hundreds of yards.

Then in a turn at the bottom of a bumpy downhill Joel's wheels slipped out of the groove and the Russian took over the lead when Joel spun out and fell over.

Robert was up and away like a shot but the crash had bent the Suzuki's

...after the frame geometry was altered on the course.

CHALLENGERS CUP
INDOOR
MOTORCYCLE RACE



DAVE ALDANA, STEVE HERNANDEZ,
AND THE BEST PROFESSIONAL RIDERS
COMPETE FOR $3,000 PURSE

USING NO LANDING RAMP. BOB GILL THE CANYON JUMPER
WILL JUMP INSIDE THE ARENA

SAN DIEGO SPORTS ARENA
JUNE 3, 1972

SIGN UP AT 5:00 P.M. RACING STARTS AT 8:00 P.M.
CHAMPAGNE SERVED IN THE PITS
Presented by Spectrum Presentations, Inc.

"Advertising
that
Works"
Need we say more

Here's the
WORKS
number

213-
427-7433

Just 29 more works issues left.

Czechoslovakian pit tootsies.

This is what the 250 World Champ looked like before the break.

brake pedal and fragile rear suspension. A few frantic seconds of pit work got the brake working again but now Joel was blazing around the track with bent rear suspension and the leading CZ was barely in sight.

The Russian was not popular with some of the 30,000 Czechs pressing against the ropes and he got cat calls and whistles while Joel was carried around the track on a wave of cheers and applause.

Now Joel had to race hard for perhaps the first time this season. He held the throttle wide open down the steep bumpy hills and he let the engine sing each time the wheels left the ground.

With two laps to go Joel had cut the margin down to 10 seconds and the crowd was going crazy. But the fantastic pace and stiff suspension overstressed the Suzuki and on the last lap the frame snapped just below the steering head.

The bike snaked and wobbled around for most of a lap but Joel finally pushed the last hundred yards to the finish line as Kring, Palm and Kibirine whistled past him.

Joel had a bad day but Kavinov's victory was well earned and long overdue. The young Russian overcame a one-mile handicap in the first heat and rode a fantastic race with the twist grip wired open. In the second race he pressured Robert into a mistake and cashed in on it. The Russian CZ riders have been plagued with bad luck and inconsistent performances but Kavinov put it all together today.

Suzuki's number two works rider, Sylvain Geboers was back on the track with a steel plate screwed to his broken ankle bones and blisters on his hands from his second place finish behind Robert in the Dutch Grand Prix last week.

Geboer's amazing recovery was expedited by a Belgian surgeon who immobilized the broken bones with a steel plate and four bolts. A fifth bolt was used to repair the ligament and Sylvain was racing three weeks after his crash in France.

"The leg is strong, Geboers said, but I need to gain more confidence in it before I can be one hundred percent.

"I was able to do well in Holland because the course was similar to tracks near my home in northern Belgium. I love to ride in the deep sand, and I can go fast on that type of track with both feet on the foot pegs.

"Here in Czechoslovakia the track is so slick and bumpy that the feet must be used to control the bike. After one lap I knew that racing here before my leg is fully healed isn't worth the risk of not being able to race in Grands Prix later in the season."

Another rider recovering from injuries is Husqvarna works rider Torlief Hansen. Torlief was going berserkers for a few laps but he'll need some more time to strenghten his right wrist that was broken before the season began.

Arnie Kring who was in the running for hard luck rider of the year finally finished a GP and he was scored fourth behind Uno Palm.

Despite some initial uneasiness about our first trip to a Socialist country we greatly enjoyed our stay in Czechoslovakia.

The small Czech town of Holice is surrounded by panoramic farmlands and enchanting dark forests. The town has been host to the Czechoslovakian World Championship round for over a decade and the race organizers are justifiably proud of their Grand Prix.

Focal point for race weekend was the Holice Culture House which served as rider check-in, press bureau, awards auditorium and fest hall for two or three late hour parties suffused with lusty folk music, pretty Czech girls and much toasting among friends.

As Americans and as motocross fans we Strawberry journalists were offered every amenity and we made a lot of friends in Holice.

RESULTS

PO.	NO.			
1.	21	Kavinov	USSR	CZ
2.	1	Robert	Belgium	Suz
3.	27	Palm	Sweden	Hus
4.	30	Kring	Sweden	Hus
5.	23	Kibirin	USSR	CZ
6.	34	Halm	Czecho	CZ
7.	25	Andersson	Sweden	Yam
8.	7	Vehkonen	Finland	Mon
9.	3	Rahier	Belgium	Hus
10.	42	Hansen	Sweden	Hus

Cycle News
DISPLAY ADVERTISING
DEADLINE
WEDNESDAY AT 5pm
MAY 31
For Issue No. 22
On Sale June 7

(213) 427-7433

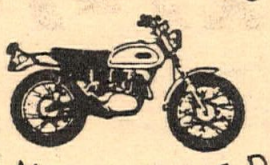
J.A.P. new & used ESO
SPEEDWAY BIKES
P.G.'s & Neds Cycles
168 S. Main
Fallbrook, Calif. 92028
(714) 728-8638
DUCATI

Explore our new
ROUGH RIDER ROOM
Levi's — leathers — boots — gloves — MX pants $39.95 up
SUZUKI CITY
728 S. La Brea
Inglewood, Ca. 90301
(213) 674-1431

AT LAST: in the Long Beach — Lakewood Area
Quality parts at the right price!
Everything for the bike and rider

For the week of
June 1 — 7
Guaranteed Plastic Fenders
Front $4.95
Rear $6.95
21" wheels $64.50 complete — with exchange hub
Impact Drivers $8.95
MX Gloves $6.45

MX BARS $9.95
All tires 20% off
Most Torco oil 90¢
Most NGK Plug 75¢
One-way compression release $10.95
Helmets from $26.95
Silencers $8.95

ACCESSORIES

UNLIMITED

M-F 12-8, Sat. 9-6, Sun. 10-2
(213) 429-5961
4136 Woodruff, at Carson
Lakewood

Hodaka.
It won't run out of guts before you do.

The Hodaka is built for one purpose. To out-last and out-perform its competition. How is this done? By refining the same basic, superior design year after year. Perfecting the little things that multi-model manufacturers don't have time to notice.

Carefully examine the new Hodaka. Notice the trip-set odometer. The feather-light clutch operation and spring protected throttle cable. And the rubber mounted gas tank.

Little things that add up to big things. We only build one bike. But we build it better than anyone else in the world.

HODAKA SALES SERVICE

HODAKA WINS ELSINORE G.P.

Jack Morgan first 0-100 Expert at the Elsinore Grand Prix April 30, 1972

Cordis Brooks first Trail Bike at the Duster's Dual European Scrambles 5/14/72

Cordis Brooks first Trail Bike at the Desert Foxes' Hare Scrambles May 21, 1972

Collie Dual Victor at South Bay

By Tom Blattler

SOUTH BAY SPEEDWAY, May 14, 1972 – Larry Collie, riding a Beach Cycle Center Kawasaki, captured two Main Event victories, the 250 TT and the 250 Half-Mile last Sunday night in the California Motor Racing Enterprises' first night program of the year at fast South Bay Speedway.

Collie started out slowly in the steeplechase feature but took the number one position on the second lap to pull away from the rest of the field in a time of 5:48.68 for six laps. Mark Peters rode his Motorcycle Specialities Bultaco to second place in the TT Main as he staged an excellent battle with Johnny Apple on a Floyd Emde Bultaco, before Peters finally pulled away.

In the Semi-Main in the 250 TT, Billy McElyea of Chula Vista took the first Semi with Marc Barbani taking second and Greg Reynolds placing third. The second Semi went to Peters as Lemon Grove's John Peterson grabbed second with Jeff Zwoster of Imperial Beach third.

Collie returned in the 250 Half-Mile Main Event to run to victory as he grabbed the lead on the back stretch of the first lap and was never headed from that point. Collie's younger brother, Phil, also aboard a Beach Cycle Center Kawasaki, finished in the number two spot in the flat track feature with John Allison nabbing the third position.

Scott Marshall rode his K & R Motorcycles Kawasaki to victory in the Semi-Main event with San Diego's Dave Harris, on a Mesa Cycle Ossa, capturing second place and Tom Worfolk of Chula Vista, riding a Bultaco, took third place. Debbie Reon of Anaheim, the only girl of the program, Collie, and Peters were the heat race winners.

Brad Holt grabbed the victory in the 125 Sporting Rider TT Main Event as Holt, riding a Motorcycle Specialties Yamaha, took the lead from the starting line and ran a consistent race. Earl Roloff, aboard an Imperial Beach Yamaha, finished in the number two position with Dave Emde, on a Floyd Emde Yamaha, collecting third place.

Ward Ring, aboard a South Bay Motorcycles Triumph, fought off a stiff challenge from Dan White, also on a Triumph, in the Open class TT to take the victory. Ring and White fought for the lead throughout the six-lap feature with Ring finally winning in a 5:42.10 timing.

Dan's brother, Tom White, battled back and forth with Ring in the Open class Half-Mile flat track feature before White passed Ring in the third turn on the third lap. Ring tried to catch White, but tried a bit too hard and dumped his Triumph in the second turn, and White had an easy victory.

The California Motor Racing Enterprises will be presenting its third night program of the year on June 4th with the Jim Brockman Memorial 100. The winner is guaranteed $250 plus the remainder of the field receiving 40% of the gross gate. The first qualifying heats starts at 6 p.m.

(Results on page 40)

Wright Takes Two

By Elaine Jones

CORONA, CAL., May 12, 1972 – Jim Wright really had it together Friday night and not only took home two numero-unos but his graduation papers to the Amateur/Expert ranks. Jim topped Expert Jamey Blunt to take the win in the 175-200 class. One race later in the 250 Novice II he did it again, this time to another Ossa mounted rider, Larry Furu. John Lowe took the win in the 250 Novice I over Bob Hosford.

Jamey Blunt came back in the 250 Amateur/Expert and riding his Dick Mann prototype socked it to Rick Holmes and Steve Galliot. Mark Porter was in for a strong second place finish but had problems in the second moto that dropped him to fourth in the overall results.

Rob Morrison found his groove in the 100-125 Amateur/Expert class and played games with Randy Monroe and David Galliot the rest of the night.

Terry Stanart got his three consecutive wins in the 100 Novice class and will be riding with the big boys next week. Steve Stiemsma, understandably, was very happy with his second place.

The 100 Novice II was close for second place. Tim McWhorter nailed down the win early. Derek Katanic has got to learn to stay upright for three motos. Derek usually manages to unload the first go round and then he goes like hell the next two. This time he squeezed by Rick Meumann by a scant three points. That's just about as close as you can get.

Tom Jarnagan and Steve Waller really had a go round in the Amateur/Expert moto. Tom took the first one handily with Steve caught back in the pack with a fourth. The second race was a whole different can of worms with Steve out on top holding off any attempts by Tom to get around him. The third heat was a repeat of the second but even with his two firsts it wasn't enough to take the win from Tom with a first and two seconds. To insure a win all you have to have is two firsts and nothing lower than a third. The fourth place finish was Steve's undoing.

Frank Ridlon and Bill Walker won the two Divisions of 125 Novices and Eugene Miles took the Novice moto win.

Don't forget Corona is now running Friday night and will be introducing its Short Track program about the first of June.

(Results on page 40)

Explosion at Perris

By Elaine Jones

PERRIS, CAL., May 13, 1972 – The riders turned out in force to get ready for Sunday's Point Run and the result was a super full program of racing.

Steve Bales never looked in trouble as he won the class over Perris Amateur/Expert Marc Jones. Wayne Whisenant, the most seasoned rider in the class, was third.

Rex Hailey who has just started riding as an Amateur blew the 125s in the weeds beating Tad Willis and Joe Monohan, no slouches in anybody's book.

Walt Foster did his thing in the Big Bike Amateur/Expert moto and let Vince Graves and Steve Waller try to catch him.

Doug Mason was back to record setting as he straightened out the track in the 250 Amateur/Expert and set the record for the new course. Rick Hutchins, one of the top contenders for Doug's throne, didn't have the benefit of knowing all the new twists and had a new Amateur, Dennis Junker hot on him every race.

Dave Racine has his new Bultaco finally figured out but still had a lot to do in a hotly contested 250 Novice I class. Dave, Gary White and John Colombero each managed to play musical chairs all three races, changing places like square dancers. Dave who had vowed to let it all hang out and win, did just that with Gary second and John third.

Jim Wright has decided the 175-200 class is his cup of team and has become the man to beat. Tom Avoian, coming off a win the week before just didn't have enough to catch Jim's super fast Bul but did manage to hang in for a second. Mike Kelsey and Jerry Reynolds couldn't settle on who was going to be third so they shared the honor.

John Lowe and Mel Stoner, each picked up wins in the second and third divisions of 250 Novices.

Toby Stanford picking up his racing career again and moving on to the big bike class picked off the win in the 500 Novice class over R. G. Stone and D. Kent Wilson.

Casey Callendar picked up the win in the Novice moto but he better keep a sharp eye on Shawn Huffman who is making a name for himself in both TT and motocross.

The hardest fought 100 Novice class had Jim Wood the overall winner with Dennis Turner second. Derek Katanic did his usual thing, crashed in the first moto than was up front in the next two. This causes a scorekeeper to think very seriously of either shooting him or themselves and has caused Derek to lose quite a few.

(Results on page 40)

Hot Action on a Cold Night

By Phil Carpenter

ADELANTO, CAL., May 20, 1972 – Big bore Novice action was hot and heavy with Suzuki mounted Mike Heinemeyer pushing for a third while H-D mounted Thomas Howe and Suzuki mounted Dan Reese played checkers for the number one and two spot on the fast half-mile course. The checkered fell to Howe with Dan screaming for a close second while also taking the first place brass in tonight's TT Main.

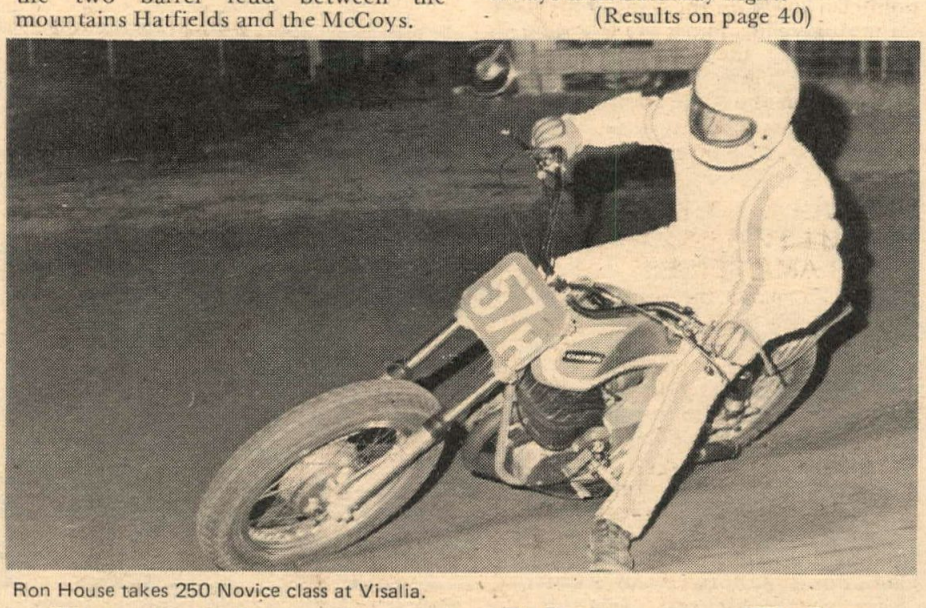
The three wheel racers pleased the two wheel fans again as the Ellett and Wentworth brothers battled for the wins at the HRA sanctioned Saturday night TT and Half-Mile races. Lester Ellett copped a first in the TT ahead of Tom Wentworth while Haf-Mile action saw Tom taking a second ahead of Lesters third with Gary Wentworth moving it on for first place trophy. This three wheel desert battle between the Elletts and the Wentworths is reminiscent of the two barrel feud between the mountains Hatfields and the McCoys.

Garden Grove's Eddie Drake had it all together tonight as he rode his 100 Kawasaki to second place victory in the 125 Novice Half-Mile and the 100 Novice TT. The trophy for this 11-year-old hot shoe was about as big as he.

Mechanical problems dominated the minibikes scene tonight. Norco's Bill Jewett socked it to 'em again tonight with a pair of first place wins in both the TT and Half-Mile ahead of veteran winner John Evans, Buena Park. This reporter looks for new faces in the Expert lineup after the HRA Competition committee meets and reviews the wins this month.

Bench racing over the open campfires after the race while waiting for the midnight steaks and coffee to cook seems as popular as racing...like I was saying...I got a bad start and I almost had 'em in the corner but...well, there's always next Saturday night!

(Results on page 40)



Ron House takes 250 Novice class at Visalia.

STEIN GUTS IT OUT

By Karen Oller

ELSINORE, CAL., May 20, 1972 – Cold wind managed to blow the rain clouds away for a very exciting program at Elsinore. The track was super fast. The Mini and Powder Puff events were the only ones not plagued with accidents and multiple re-starts. Most all of the pile-ups were minor, the management of the track really hustling to the aid of the riders.

Doug Nicol (Yam) up for M and A Engineering, and Charles Summers, star of the Trojan Track in South Gate fought one of the most hotly contested battles ever waged in the Mini class. Both boys are fine riders and were evenly matched, finishing in a tie.

Doug's brother, Scot Nicol (Suz) waged a war of his own in the 100 Amateur and Expert division with Zack Barrett (Hod), and in the 125 Amateur with Kenny Johnson (Kaw). In both events he took second place, Zack and Kenny taking first place laurels.

Action in the 250 Expert, 500 Open Amateur and Expert and Special Expert divisions had everyone holding their breaths. Jimmy Stein (CZ) raced in all three classes and when he takes the track, it ain't dull! Jimmy grabs a handful of throttle off the line and never lets go, hell bent for whatever, full bore Louie, hang on to your kidney belt or bust your gut all the way.

His guts held together, but he almost busted his head when he unloaded just before the jump in the 250 Expert. Hal Cheetwood (Bul) won the event followed by Steve Hein in second place.

Jimmy got right back on the CZ for the Special Expert and pulled the fat out of the fire, watching the action from a few yards back, just shook his head, but his time was coming as he was the one riding elbow to elbow with Mr. Stein in the 500 Open Amateur and Expert. Both Jim and Robby came off the line like they had been shot off a catapult.

They could have used each other's foot pegs most of the way. Robby took advantage of a little drift by Jim in the sweeper on the fourth lap and showed Jim his back the rest of the way.

(Results on page 40)

WHAT PRICE CONFLICT

By Andre Ney

SAN DIEGO, CALIF., May 21, 1972 – Due to a scheduling conflict only 49 riders entered today's race at Dehesa Speedway. It seems that South Bay Speedway has been promising to avoid conflicting races for years but always schedules them anyway.

Maurice Ortega won the Open Expert event by default since no one else entered.

One of the many members of her racing family, Nancy Emde, won the Powder Puff event.

(Results on page 38)

Old Harleys Never Die

By Sportphoto

VISALIA, CALIF., May 20, 1972 – Friends, do you happen to remember that old magazine ad that had a headline that went something like; "They laughed when I sat down at the piano?" Well, those of you old enough to recall that ad will appreciate just how Rick Zimmerman felt this evening when he rolled out to the line on (of all things) a 1946 Harley Davidson 61", complete with floorboards, a 600x16 mud and snow rear tire and a 450x18 knobby on the front.

Well Booby, all of those who jeered before are laughing out of the other side of their mouths now. In fact, at the end of the evening, when Rick had totally smoked the Open Novices in both the heat and the Main, most of the spectators were on their feet bestowing a standing ovation upon the hero of the night.

When queried about the hand shift and foot clutch set up on his machine, Rick returned: "We've modified it to a conventional set up, but it really wouldn't make any difference because all I use is second gear."

How do you load such a monster you may ask. Very simply. You take one two by twelve of some considerable elngth, lay it from the back of your pick-up to the ground and just drive right up and in. I use the term drive advisedly, for, from observing Rick herd this beast around, the term ride just doesn't seem to fit.

Craig Hobbs picked up a long awaited win in the 200 Novice Main by playing a waiting game behind Norman Stout for three laps. Stout got into turn three just a bit too hot, slipped off the track and gave Hobbs just the opportunity he had been looking for. Stout managed to get back onto the track soon enough to hang onto second.

Lyle Moore and Sparkie Edmonston battled hammer and tongs from flag to flag in the 500cc Expert Main in a duel that had the fans on their feet, such was the excitment. Moore got the nod at the checker, but later admitted that he had never been pushed so hard.

(Results on page 40)

gambit

By Ron Schneiders

LET'S GET THIS GUY!

Motorcyclists like action but when it comes to politics we're told to write letters. So we write letters and maybe what we we want happens and maybe it doesn't. Even if it does, we don't know if it was us that made the difference or not. It's as exciting as an underwater ping-pong match. So here's something exciting to do.

In the 31st Senatorial district there's a politician named James Q. Wedworth who's in a very tight contest to retain his Senate seat. The 31st is the area around Hawthorne and Inglewood, but even if you don't live there, stick around. Mr. Wedworth was brought to my attention by Alan Bydgness who phoned me from up San Francisco way. It seems that Alan and several others have been trying to get a bill through the legislature that would return to us that portion of our gasoline taxes that were spent on off-road vehicles. The money would be spent on trails and vehicle parks. The amount of money involved is substantial so it's an important bill. The first time it came up in the Revenue and Taxation Committee, Mr. Wedworth was instrumental in getting it defeated, both speaking against it and voting against it. The next time it came up, Wedworth was absent and the bill got through the committee, but delay might have been fatal. We'll know before long.

Mr. Wedworth also voted in favor of the mandatory headlights-on-at-all-times bill. He has been quoted as saying that he didn't see why motorcyclists have to ride off the road at all! We need him like we need a fouled plug. The time to get him is in the primary election that occurs this coming Tuesday. If he wins in the primary, we're probably stuck with him for a long time because his is a democratic district and he'll probably win reelection in November. But he's got two strong opponents in the primary, and if we get to work next week, we not only do a good deed but we can see the results.

I would not advocate defeating a politician solely on the basis of his stand on motorcycling. Much as I like riding, I realize that there are other and sometimes more important things happening in the State government, so I think we have to look at the total picture of a politician and maybe sometimes accept an anti-bike man who is doing good work in other areas. But that's certainly not the case with James Wedworth. Most cyclists are middle or low income people and most seem concerned with ecological problems. Here's a rundown on how Wedworth voted on some non-motorcycling bills in these areas.

On using gas taxes to control pollution and develop mass rapid transit, he voted no. He voted to increase property taxes to finance schools. He voted to increase legislators salaries. He voted against a bill that would require public utilities to practice equal opportunities in hiring. He voted against Medi-Cal for low-income — non-welfare families. He voted against a State financed earthquake insurance program.

On two of the most sensitive issues in his district, Mr. Wedworth failed to vote at all. The first was the Sieroty Coastline protection bill, which would protect the California coast from exploitation by land developers. In his previous campaign Wedworth promised to support this important bill, but when it came time to vote, he was out buying a horse, so he said. On a bill which would prohibit landlords from cutting off utilities to force tenants to move (this is a landlord's method of circumventing the law and often puts young children in dangerous situations) Wedworth was conveniently absent. According to his competition, Wedworth has failed to vote on 11 out of 19 important bills in the last six months.

Of course you can't just vote against someone. You have to vote for someone, so the idea is to generate enough votes for one of Wedworth's opponants to insure that Wedworth has to find another occupation come the first of the year. There are actually 7 candidates trying to become their party's hero in the 31st district but only two seem to have a real chance. These are David Cunningham and Richard Mansfield. I called the campaign offices of each of the candidates to get some idea of the issues and see if there was any clearcut reason for supporting either of Wedworth's major opponents. From a motorcyclists view, there's not much to choose from. Neither of the candidates (according to their campaign managers) were even aware of the problems bothering us. David Cunningham's manager, Mrs. Maxine Waters, however, seemed to me to be more genuinely interested in our problems and virtually insisted that I come down to the campaign headquarters to meet the candidate and discuss the problems. She also said that he would be very happy to have some bike riders participate in Cunningham's motorcade the weekend before the election.

I asked each of the candidates managers to give me a rundown on the candidates position on several issues and to analyze the electoral situation in the district. I'm not going to endorse anyone on the basis of a telephone call, but I received much better vibes from David Cunningham's office than from Mansfield's. Cunningham's manager discussed the issues very specifically and left no doubt where her candidate stood on the issues. I received a strong impression of both integrety and competence. I intend to accept their invitation to visit the office and discuss the cyclists problems.

Each reader can call or visit the candidates office and make up his mind which man is the better choice. The important point is to make a choice and then generate some votes for that man: Use a bit of imagination to vote in that election, you'll have to be a registered Democrat and you'll have to reside in the 31st Senatorial district. But even if you can't vote, get on the phone and call someone you know who lives there and get him clued in. There are several of you dealers in the area; put signs on your counter or paste this article to a piece of cardboard and let your customers know that it matters that they vote in this election. Some of you road riders can participate in David Cunningham's motorcade. Richard Mansfield's office number is 672-3131. David Cunningham's is 778-5512. Call them. Get a little action going and you'll be able to see the results in one week.

UNADILLA GRAND PRIX HIGHLIGHTS $50,000 INTER-AMA SERIES

June 25 marks the premier event of the American Motorcycle Association's 250cc summer international motocross series — the Inter-AMA. The six-event series, featuring $50,000 in total purse money, will span the country during June and July. A non-points paying FIM Grand Prix event at New Berlin, New York, will highlight this summer's series.

Leading off the series on June 25 will be an $8,000 event in Boise, Idaho, promoted by the Owyhee Motorcycle Club, Box 733, Boise, Idaho, 83701.

The next weekend, July 2, the competitors will travel to Olympia, Washington, for an $8,000 event, promoted by Straddle Line Raceways, Rt. 15, Box 113, Olympia, Washington, 98502.

Los Angeles Memorial Stadium will be the scene of the third Inter-AMA event on July 8. Featuring a $10,000 purse, this event is promoted by Leisuretech, Inc., P.O. Box 13369, Sacramento, California, 95813.

Featured event of the series will be July 16 Grand Prix event on the grueling Unadilla motocross course near New Berlin, N.Y. Although non-points paying, the $8,000 event promises to draw top national and international stars to compete on the always-exciting Unadilla track. The event is being promoted by the Unadilla Valley Sports Center, Inc., Rt. 8, New Berlin, N.Y.

From Unadilla, the competitors will journey to Elkhorn, Wisconsin, for the July 23, $8,000 event. Moto-Sports Racing Circus, LTD., P.O. Box 297, Elkhorn, Wisconsin, 53181.

The series will end July 30 with an $8,000 event at Mansfield, Ohio, promoted by Mid-Ohio Moto-X Park, Inc., 1135 W. Cook Road, Mansfield, Ohio 44906.

Carabela is

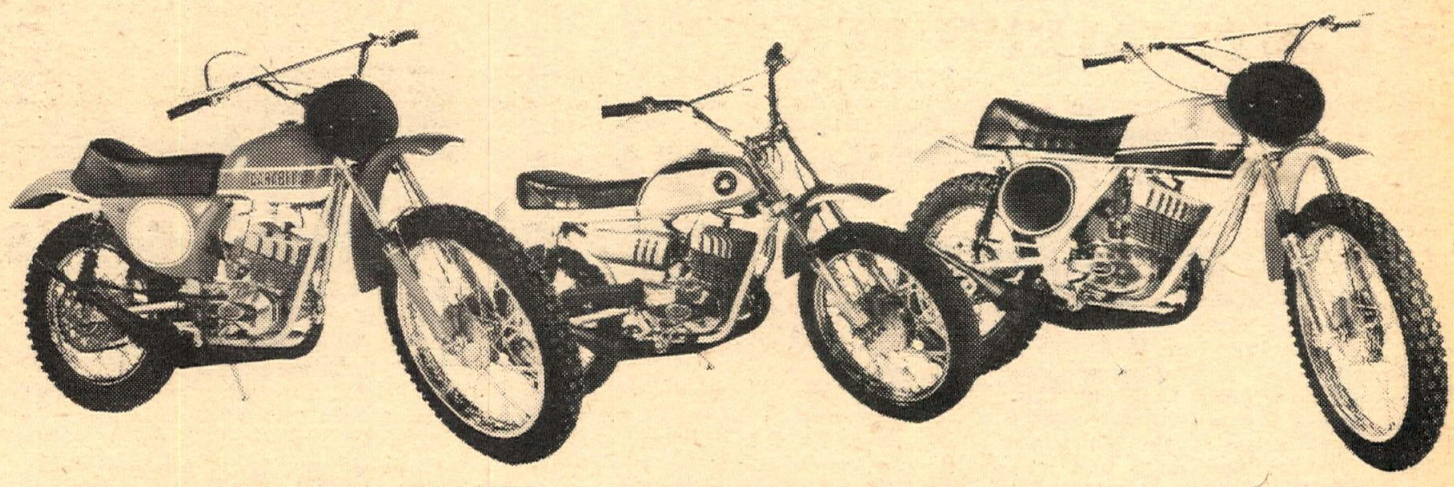
celebrating our 2nd year in the U.S. market after an extensive program of research and development!

growing rapidly with the addition of 3 new competition models to our continually growing line!

distributing nationally through a network of over 200 authorized dealers which is expanding daily!

lightning fast delivery schedules, being the closest foreign manufacturer to the U.S.!

winning C.M.C. North announce the last two Carabela Series Race in Carnegie Park, Livermore, Calif., June 4th and 8th. 4 Carabela's 1972 125cc 5 speed Calientes a high point winner in each class.



CALIENTE 125 cc MX 5 SPEED
19 HP 13.5:1 compression 2 stroke engine • Multi-plate wet disc clutch
7½ in. ground clearance
weight 183 lbs.

COYOTE 100 cc MX 4 SPEED
12 HP 10:1 compression two stroke engine • Multi-plate wet disc clutch
9½ in. ground clearance
weight 137 lbs.

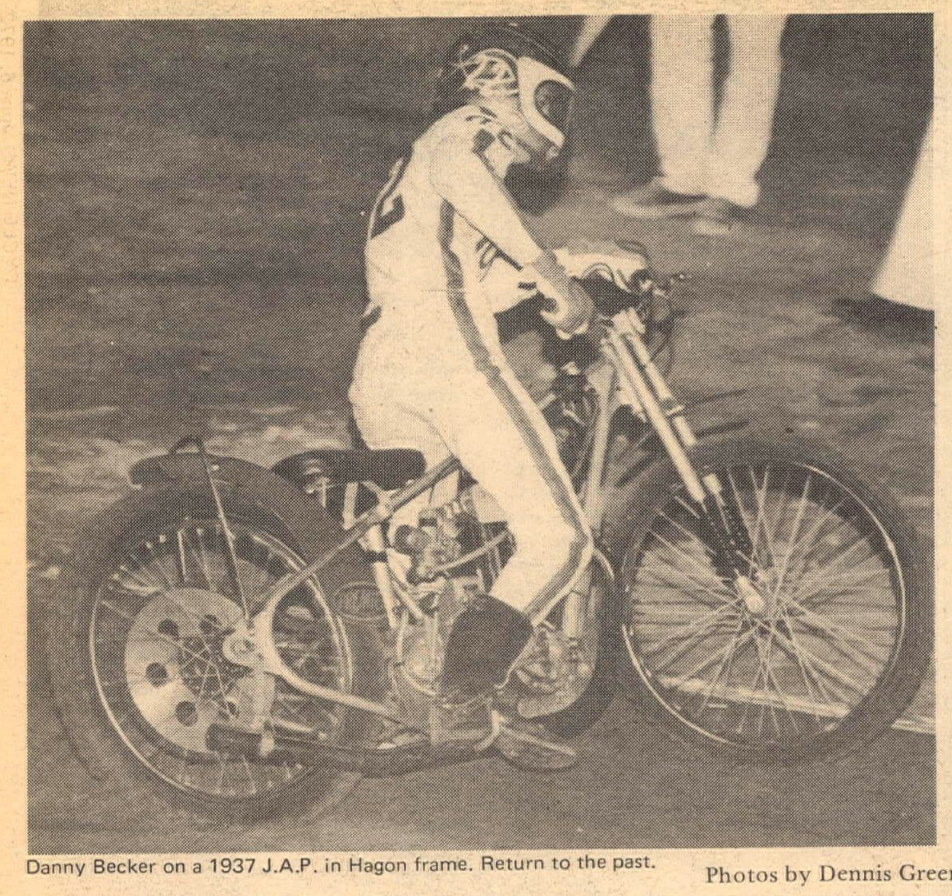
CARRERA 200 cc MX 4 SPEED
25 HP 13.5:1 compression 2 stroke engine • Multi-plate wet disc clutch
8½ in. ground clearance
weight 205 lbs.

For Dealer or Motorcycle Information Contact:

Carabela

Carabela Motorcycle Corporation
172 Freedom Ave.
Anaheim, Calif. 92801 • (714) 870-5243

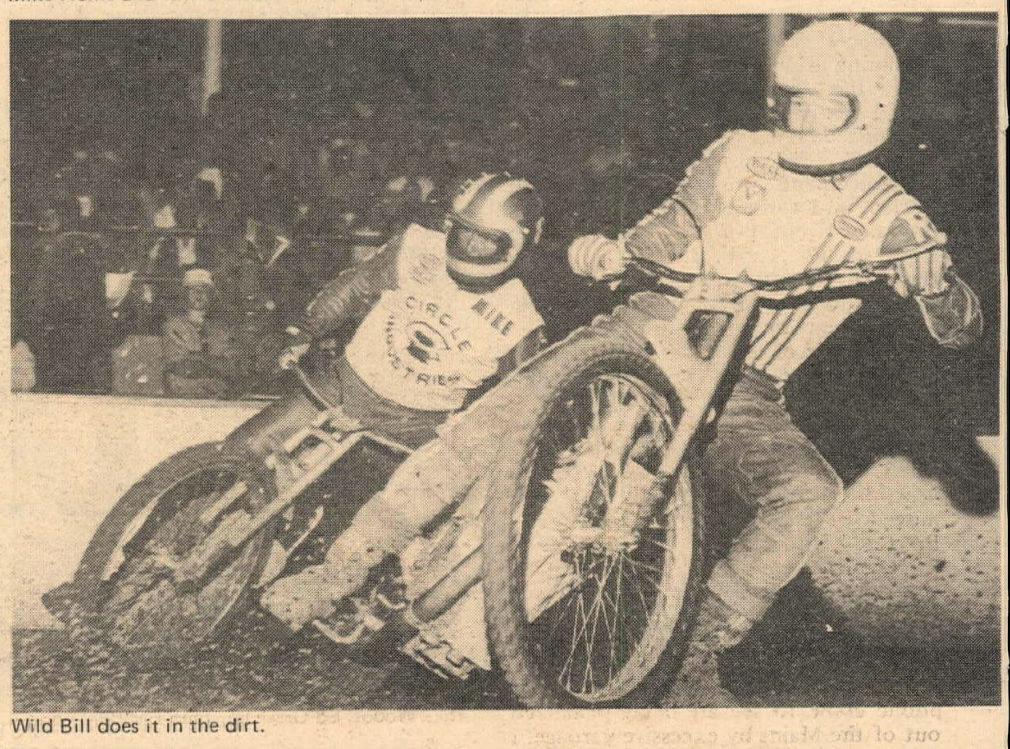
COSTA MESA MEANS LOTSA MONEY



Danny Becker on a 1937 J.A.P. in Hagon frame. Return to the past.

Photos by Dennis Greene

Mike Konle and Jim Gresham in the feature Match Race.



Wild Bill does it in the dirt.

By Mike Capalite

COSTA MESA, CALIF., May 26, 1972 — Bill Cody again showed the riders that he is the man to beat in the Scratch Main as he zapped the rest of the riders off the line to grab the lead and hold it all the way for the win.

Local crowd favorite Rick Woods seemed to have the same jinx hanging over him that has been there for two weeks. After fantastic rides in the semi and heat which he won handily, Rick had trouble in the first corner of the Main event and almost lost it.

After recovering it, he made a valiant bid to overtake, but with Larry Shaw in second and Mike Bast in third, these are riders you just don't give an edge to. Rick had to settle for fourth spot for the second week in a row.

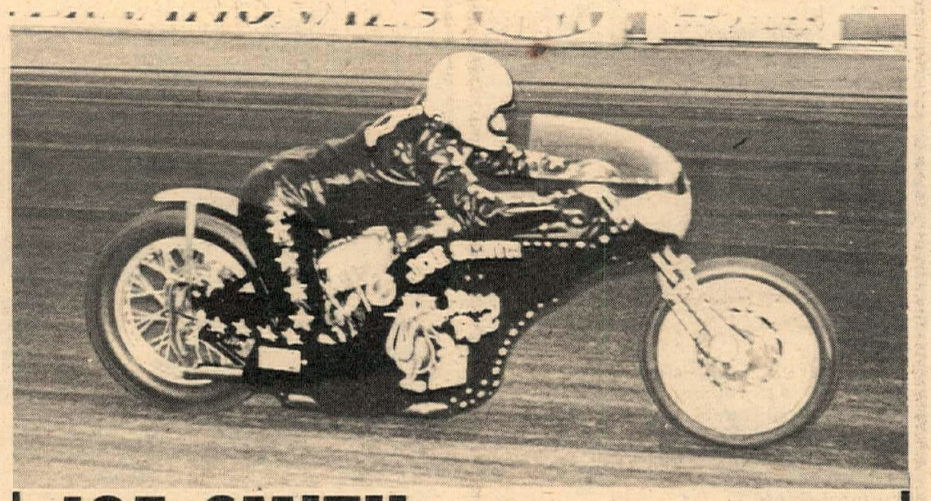
A prime example of wishy-washy officiating was given the fans in the Handicap races. In the first Handicap Semi, John Fishburn took the win with Dan Becker second and Don Cullum third, Mike Bast was fourth. After the race was over, the officials announced that Becker and Cullum would both be penalized one position for taking a rolling start (I always thought that second guessing the starter was the name of the game). This would mean that Becker would be moved back to third, moving Cullum up to second. But then Cullum would also be moved back to third, leaving nobody in second and

If it goes in the dirt, we've got it. (If it goes on what goes in the dirt, we've got it too!)

Valerian's
Two Cycle City, Ltd.
10673 West Pico Boulevard — at Overland
Los Angeles, California 90064 — Telephone (213) 475-4541
Sales — Service — Accessories — Parts — Rivetts Champion Leathers
HUSQVARNA · JAWA/CZ · SUZUKI · PENTON · MZ · MONTESA · ZUNDAPP · MINI TRAILS
open monday through saturday

Get acquainted with our LOW, LOW prices
Cyclepath Motors
Parts — Accessories
ALL BRANDS — ALL SIZES
Sales — Service
Featuring Gemini & Rukon
EXTRA SPECIAL OPENERS
Unbreakable Fenders * Tires
Helmets * Plugs
14932 Bushard, Westminster
(714) 531-4131
Open 10-6, Friday 12-9

175 PUCH MOTOCROSS IS HERE!
HACIENDA SPORTS CYCLE
1114½ HACIENDA BLVD.
LA PUENTE, CA. (213) 968-6971
Boring—Wheel Truing & Lacing
Porting — Competition Tuning
10-6 Tues-Sat. * Closed Sun. & Mon.



JOE SMITH RACES TO WIN!

That's why NHRA Indy Nationals champ Joe Smith insists on Venolia Forged Pistons for all his racing bikes.

For other selective buyers like Joe we make bike pistons for STREET...TRAIL ...DIRT and MOTORCROSS.

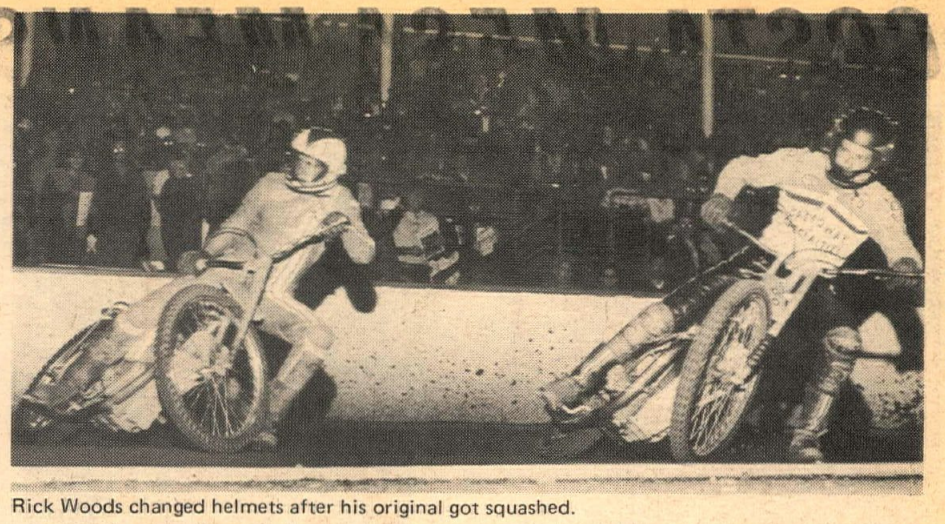
ALL SIZES — BORES FROM 2⅜" UP

Featuring exclusive Venolia design and all the basic performance characteristics we build into our bigger automotive pistons.

Trust a professional like Joe Smith to make the right choice! Send $1.00 for Catalog & Decal.

VENOLIA
FORGED RACING PISTONS
2160 Cherry Industrial Circle
Long Beach, Calif. 90805
(213) 636-9329 531-8463
"All we do is think a little smaller, but we give you just as much!"

Cody hits Nutter; Nutter lifts a leg, hits Konle; Konle hits wall.



Rick Woods changed helmets after his original got squashed.

two riders with third place, but both of them making the Main Event. The officials then announced that Cullum would be given fourth and Bast second. After large boos from the crowd, the announcer, Larry Huffman, who was becoming as confused as the fans stated that the officials were having a conference and their decision would be announced later.

After the next race, the announcement was made that both Becker and Cullum would transfer to the Main Event, but would be penalized an extra ten yards. Comes along the Handicap Events and Cullum is in the Consolation and Bast was in the Main with no explanation to the fans. Even some of the officials that I was able to talk to didn't really understand what had happened.

The Handicap Main lineup makes one wonder about the handicapping of riders. The riders are all going well this year, but except for Mike Bast who moved up because of the penalties and Bill Cody who put in a fantastic ride in the Semi but would have not have made the Main were it not for a spill by Greg Haserot and Mike Caruso, the Main event would have consisted of all riders from the thirty yard line or less.

It seems that the top riders that the public come to see are being penalized out of the Mains by excessive yardage. I do not mean to say that they have any less riding ability than last year, it is just that riding four and five nights a week has improved many of the less yardage riders to the point that they are a threat even from an equal distance. As an example, Ruben Benites who started the season with a 10 yard handicap, was moved up to the zero yard line and was able to cop the win in his heat, semi and go on to win the Main event as he stood off the charges of second spot man Danny Becker and third place Bill Cody, who really got it on to overcome his 50 yard handicap to cap third place. Fourth place was Mike Bast with fifth going to Stu Morley and John Fishburn taking sixth.

Ron Stewart, who sponsors Danny Becker, showed the Second Division riders how it should be done with a double win by taking his heat and then the Main Event trailed by Jeff Sexton, Steve Gresham, Mike Mesojednik, Steve Bonham and Jim Doron. The two Division III races were won by Jim Heath and Greg Comstock.

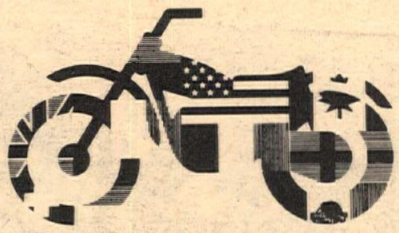
The Feature Match race between Mike Konle and Jim Gresham found Jim bumping Mike in the first corner and

(Please turn to pg. 36)

Rick Woods, Ed Gresham, John Fishburn go at it.

CUSTOM
Competition & Racing Leathers
by *Peggy*
The Leather Shop
11171 Virginia Ave., Lynwood,
Ca. 90262 (213) 632-7419
Buy direct & save * 1 Week service

LEAK PROOF FORK SEALS GUARANTEED ONE YEAR.
$ 14.75
PER SET
AT SELECT DEALERS
mail order available
COD plus shipping
specify fork model
DEALER INQUIRIES INVITED
International Cycle House
1267 North Wilton Place
Los Angeles, California 90038
Phone (213) 467-3074



"Blendzall"
RACING CASTOR

"Blendzall" Corporation has posted a total of $15,700 contingency award money for 1972 A.M.A. National winners that win with "Blendzall" and display the "Blendzall" sticker. The awards to cover T.T., short track, road race, and motocross national events.

The following 1971 Trans A.M.A. winners received "Blendzall" awards totaling $3150.00:

Sylvain Geboers, Roger De Coster, Joel Robert , Adolph Weil, Werner Schutz.

"Blendzall" awards received totaling $600.00:

Kenny Roberts, Ginger Molloy and Howard Lyngaard.

"Blendzall" distributors and dealers have the stickers and the "Blendzall" products.

"Blendzall" Corporation
1433-37 First St., Escalon,
California 95320
(209) 838-7912

CZ RIDERS ONLY
Countershaft sprocket cover to meet AMA requirements. All riders in AMA events must have one. Easily installed, $3.95.

Expansion chamber for new model 250 only. Guaranteed to out perform all other CZ pipes, $35.00 — with muffler, $42.50.

Folding pegs, with machined serrated ends. Absolutely the strongest, $14.95. Limited supply.

PRIDDY PIPE SHOP
609 B. Stadium Dr. East
Arlington, Texas 76011
(817) 265-7501
Dealer inquiries invited

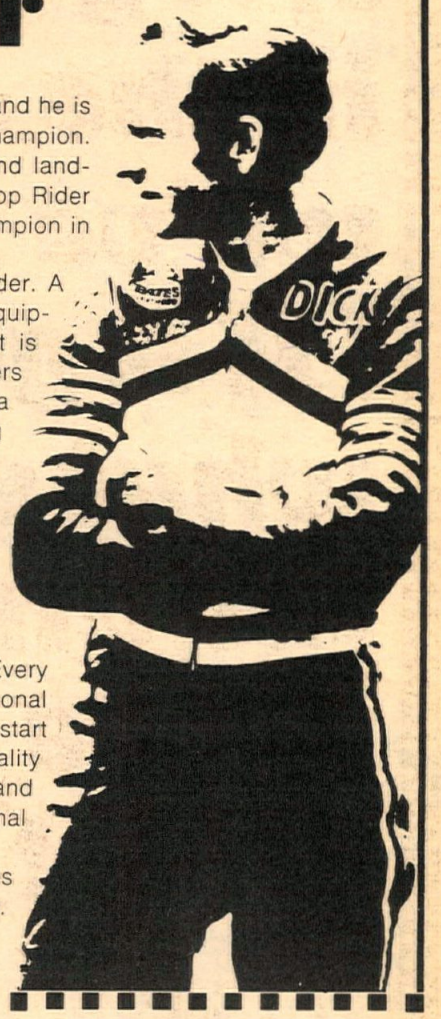
Mann of the year

Dick Mann looks like a Champion . . . and he is a Champion, current Grand National Champion. Cycle Magazine's Rider of the Year and landslide winner in Motorcycle Weekly's Top Rider vote. He was also Grand National Champion in 1963.

"Bugs" is a cool and calculating rider. A thinker. Meticulous in his choice of equipment . . . he won't use anything that is second best. Dick wears Bates Leathers because of four factors important to a racer. *Protection*—vital to a man going 170 mph on two wheels. *Fit*—each garment is custom made and tailored to the individual's measurements. *Comfort*—soft, supple leather that's like a second skin. And *Appearance*—a Champion wants to look like a Champion.

You can look like a Champion, too! Every custom leather we make is the personal effort of one of our seamstresses—from start to finish. And each has the same quality leather and receives the same care and attention to detail as the Grand National Champion's.

Whatever type of riding you do, Bates has the right custom leathers for you. Write for your free catalog today.



BATES Leather Shop
Bates — the Leathers that suit the Champions.

THE BATES LEATHER SHOP
BATES INDUSTRIES, INC.
701 West Cowles Street
Long Beach, California 90801
Name
Address
City State Zip

From the Groooooound Up

By Sportphoto

BAKERSFIELD, CALIF., May 24, 1972 – United States Champion Mike Bast picked up his second straight Scratch Main win in a wire to wire effort tonight, although the remaining positions were somewhat in doubt until the referee made the decision that Ed Williams was second, followed by Mike Curoso and Steve Bast. All three of these riders were on the ground at one time or another and Williams had restarted his machine, which caused all the knitted brows.

Kurt Lewis picked up the win in the Handicap Main, which made it five for five in this event here – five separate winners in five meets.

Guy Waterson led the parade in the Handicap Consy, chased by Danny Becker.

Lightning Larry Shaw showed Greg Haserot, Don Cullum and Steve Gresham the way home in the Scratch Consy in a wire to wire effort. Steve Bonham showed all the Second Division Main Eventer's the quick way to the checkered, followed by Jeff Sperry.

The Feature Match Race was strictly a DeWayne Keeter benefit, as Skeeter wired up the race right out of the gate and never looked back at Jim Gresham.

(Results on page 40)

Revenge at Napa

By Pat Jones

NAPA, CAL., May 27, 1972 – Southern California got revenge tonight as Dan Becker of Huntington Beach scored victories in both the scratch and handicap Main Events. This is the first time that a southern Californian has ever won a speedway in either Napa or Reno.

Becker won the scratch Main by 20 yards over Ed Williams of Costa Mesa. In the handicap event Becker made a spectacular burst in the last run to nip Barclay Trehal for the win.

Recent winner Gus Lower was eliminated when he got too much traction in the first turn and flipped spectacularly.

Napa Fairground hosts speedway every Saturday night at 8 p.m.

(Results on page 40)

HENRY FIRST ST CHALLENGER

Joe Henry gets his champagne, silver cup to drink it in and an Arizona trophy girl.

Disgusted Steve Hernandez (19Y) pushes his broken Ossa out of the Main.

Story & Photos by Randy D. Bailey

PHOENIX, ARIZ., May 19, 1972 – Joe Henry of Sacramento, was a runaway winner in Arizona's first indoor motorcycle race at Veterans' Memorial Coliseum.

A crowd of 6,000 watched Henry fling his Bultaco around the one-tenth mile track to take wins in his heat, the second Semi, the Trophy Dash and the Main Event.

For his win Henry carted home $1,124 and a big silver "Challenge Cup".

Race favorite, Steve Hernandez, had a disappointing evening after he finished second in the first Semi-Main and last in the Main when his bike quit.

His problems began in the first heat when he hit another bike going into the first turn on lap one. The result was one massive pile up with Hernandez on the bottom. None of the riders were injured but Hernandez couldn't regain his form after the spill.

The evening ended in near disaster when the motorcycle jumping team of Bob Duffey and Dick Stone, both of Phoenix, attempted several short distance ramp-to-ramp leaps.

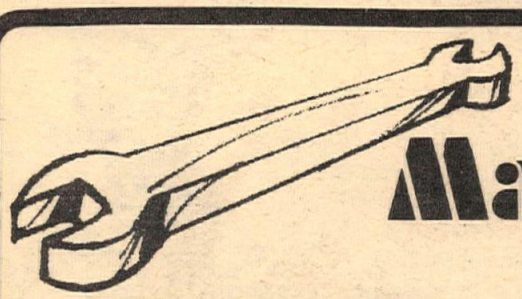
The duo had accomplished two jumps when they decided to try an end-to-end tandem stunt. Both riders made it over the gap, but Stone's bike skidded on the landing ramp and he lost control of his bike nearing the building exit. He slammed into a door partition and then slid out the exit into the parking lot.

He was administered oxygen at the scene and was taken to a Phoenix hospital where he was found to have a broken clavicle and other minor injuries.

Race promoter, Al Eshenbaugh, said there will be future indoor races at the Coliseum but instead of paying for jumping exhibitions the purse will be increased to attract more top-rated riders.

(Results on page 40)

NOISE: the sound that kills the ~~sight~~ site.



Make it as a Top Wrench.

NATIONAL DIGS IN -- with Motorcycle Repair Training ... heavy with solid basics ... Speed Tuning from the inside out! ... Metric tools and equipment ... "hands-on" Bike Shop experience ... even up-to-date Hi-Performance modifications.

If you want real nuts-and-bolts ACTION -- let NATIONAL help you rev up your EARNING POWER in just 4 months.

L.A. is MACHINE COUNTRY -- with over 175,866 bikes for trail, track or touring! Each year cycle sales soar 67.4% -- creating a non-stop demand for top wrenches. And here's where NATIONAL's Motorcycle Repair pays off.

You'll have the know-how to move up in any Cycle Shop. Ready to match the Competition.

Don't idle.

GET YOURSELF UP ON THE POWER BAND with NATIONAL's all-new Motorcycle Repair. And let MIKE PATTERSON fill you in on the latest facts -- PHONE NOW!

(213) 234·9061

DAY and EVENING SHOP TRAINING
GI BILL APPROVED

NATIONAL TECHNICAL SCHOOLS
4000 SOUTH FIGUEROA at SANTA BARBARA AVENUE
LOS ANGELES, CALIFORNIA 90037

SUPER TRICK STUFF

Our free catalog has MX garb: boots, gloves, leathers, etc...plus..CZ and MAICO go-fast frames, pipes, etc., etc.

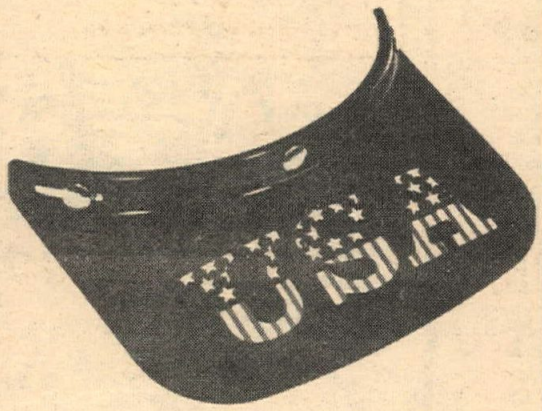
WRITE

GRAND PRIX CYCLES

2450 El Camino Real
Santa Clara, Ca. 95051

BOB BAILEY'S
1831 ARTESIA BLVD., GARDENA CA. 90247 PHONE (213) 327-0131
Sponsoring Tim Hart
CYCLELAND
MAICO PARTS FULL STOCK
MIKE HANEY

HOOKER EXHAUST TUNER
1032 W. BROOKS ST. · ONTARIO, CA 91762 · 714 983-5871



PRO-AM "DUCK VISOR"

- Comes with sliding snaps to fit all helmets.
- Made of top grade plastic.

Available in Black, White and Orange.

$1.49 each

DEALER AND DISTRIBUTOR INQUIRIES INVITED CALL: 228-2025

Send Check or Money Order to:
PRO-AM PRODUCTS
45 Woodland Avenue, Washington, Pa. 15231

Please send me _____ PRO-AM Duck Visor(s)
Name _____
Address _____
City _____ State _____ Zip _____

Corbett Snaps Back at Troy

By Art Loya

SOUTH GATE, CALIF., May 25, 1972 – One of the hardest motorcycle riding jockyes at Trojan Speedway is back in top form.

Dan Corbett of Downey snapped out of a long slump Thursday night by defeating a hard-charging champion, Rick Goade of Fullerton, in both the 250 TT and FT Main Events of the combined racing program in South Gate. Corbett's riding performance was a complete reversal of previous weeks on the fifth-mile clay oval that has produced nothing but problems for the popular, crowd pleasing rider.

Despite Corbett's sparkling wins over Bultaco mounted Goade, the luster of both events was somewhat slightly tarnished when top favorite, Jamey Blunt, shooting for his fourth straight FT win and his third consecutive TT victory, was unable to compete due to a leg injury as a result of an earlier spill. After winning both the 250 TT and FT heats over Corbett and Goade, Blunt's unfortunate spill at the start of the TT Main, robbed the fans of a great performance.

Still, one cannot overlook Corbett's winning effort, for in leading every lap of both events although hard pressed, he looked the part of not being denied tonight's winning honors as he showed the tail-end of his Bultaco to the field.

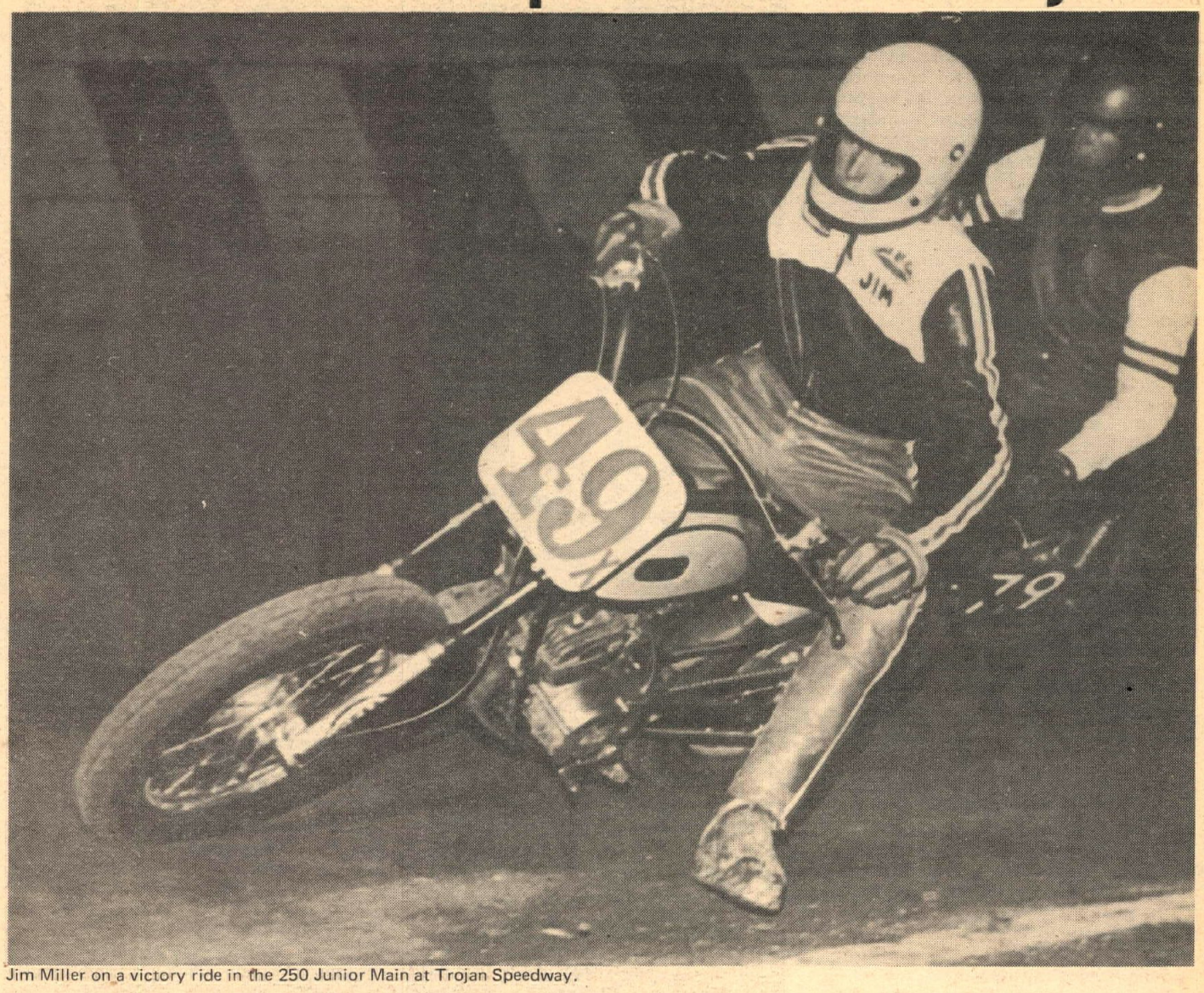
In the Junior class 250 TT Main, it was the racing policeman, Jim Miller (Oss) leading all the way to win.

Another highlight of the evening was Tom Doty's winning ride over Bob Sanders in the 125 TT Main. What made this race a real gem, was Doty giving Sanders some of his own medicine, that of pressuring a front runner out of the lead. Sanders who led the first four laps, was unable to shake off the persistent Doty (Hon), and on lap five made the mistake that Doty waited for as he wobbled in the first corner allowing Doty to slip by on the inside for the lead and the win.

The 125 FT Main was all Sanders as he easily led Doty, Jerry Mulkey (Kaw), and Vern Maxwell (Bul), to the checkered.

Sanders made it three Main Event wins out of seven features by taking home first place honors in the 100 TT and FT Mains. It now appears that Sanders is the "unbeatable" in this class as he continues to dominate the winner's circle week after week. Competing at Ascot on Friday nights, Sander's short-track experience is being used to good advantage by some of the newer riders who are mostly in a position to watch his winning form from behind as the "professor" shows them the way around.

(Results on page 40)



Jim Miller on a victory ride in the 250 Junior Main at Trojan Speedway.

Competition Service, Inc.
1244 NORTH GAFFEY STREET
SAN PEDRO, CALIFORNIA 90731
PHONE: 547-2203
SPECIAL Montesa Electronic Ignition $95.00 Fits All Montesas
COMPLETE MAIL ORDER SERVICE ANYWHERE IN THE USA
MONTESA
DKW (SACHS)
MAICO
MOTO GUZZI
MOTORCYCLE SALES, PARTS, AND SERVICE - ARC, GAS, AND HELI-ARC WELDING

Have your van converted the way YOU want.
HOLIDAY WHEELS
7296 Murdy Circle
Huntington Beach, Calif.
(714) 842-8787
write for free brochure

HERE'S THE HOTTEST SELLING PRODUCT IN OUR SHOP . . .

Yes, PACIFIC JAWA'S all new BUFFALO BREATH moto-cross jersey is a favorite with many of the top moto-cross riders — like Brad Lackey. This stylish and durable 100% cotton jersey, with ribbed knit long sleeves and single button collar is made in New Zealand to PACIFIC JAWA specifications and is available in a wide range of "with it" colors. Take your choice:
Red/White/Blue, Black/Gold/Red, Maroon/Gold/Blue, Maroon/Blue, Maroon/White, Maroon/Myrtle, Maroon/Navy, Maroon/Gold, Emerald/Navy, Gold/Navy, Myrtle/Navy, Pumpkin/Gray, Myrtle/Scarlet, Pumpkin/Myrtle, Red/Blue, Black, Navy. One size fits all.

PRICE $13.95 + $1.00 for tax, shipping & handling.

BUFFALO BREATH
The BUFFALO BREATH name means it's good.

Distributing
Manufacturing
Importing Quality Products

Dealer Inquiries Invited, write to PACIFIC JAWA, Buffalo Breath Products, 1799 University Avenue, Berkeley, California 94704, Telephone (415) 845-0444

Made in U.S.A.

BILL WALTERS LEATHERS BW
612A S. Victory Blvd.
Burbank, California 91502

THE GREENHORN: After 26 Years, The Hard C

Dave Evans shows some "on-time" style on the course.

If the spectators think the riders are a little strange, imagine what the riders think.

By Ron Schneiders
Photos by Ron and Ellen Schneiders

DUARTE, CALIF., May 28-29, 1972 – Ed Wight, who admits to being between 33 and 43, finished his first Greenhorn in 14 tries. His son Lark, who admits to being between 13 and 17, just finished his first one. That really tells you quite a bit about the Greenhorn and the type of people that finish it. Determined and lucky. It is only in the competition for the top trophies that skill starts to enter into it and then only in those years when the quixotic Pasadena M.C. manages to salvage enough defensible checks to determine a winner on the basis of points. In some years the most scientific part of the run is the drawing for starting position.

Fortunately, this was one of the good years. Most everything went more or less according to plan. The run again started in Duarte, just behind the Triumph/BSA building. With parking available for just about 65 cars, the assemblage of all the vans, trucks, campers, motorcycles and people made the area look like an instant gypsy city. There were 498 entries plus 8 sidehacks.

In 63 miles and roughly 1,000 hairpin turns we went through the Angeles Forest on dusty, dry dirt roads. At best the going is difficult and it can get downright treacherous. You never look over the side on these roads because if you did you'd instantly slow to half the schedule speed. Every turn requires a separate, split second decision. Is there the slightest indication of a berm so I can afford to lay it over and screw it on? Is it smooth and level so I can go through in a neat crossed-up broadslide? Or is it off-camber and slick as blue ice so I have to ride around like I'm on egg shells to avoid doing a Humpty-Dumpty. And always watch for the rocks. I missed one in the dust and went along on the front wheel long enough to think about how much it was going to hurt before I went down in a heap.

Beyond the forest is the endless desert and someplace right in the middle of the desert is Ridgecrest. Ridgecrest is a town that seems to have been invented by the Pasadena M.C. for the use of the Greenhorn. For the other 363 days a year it has an instantly forgettable existence.

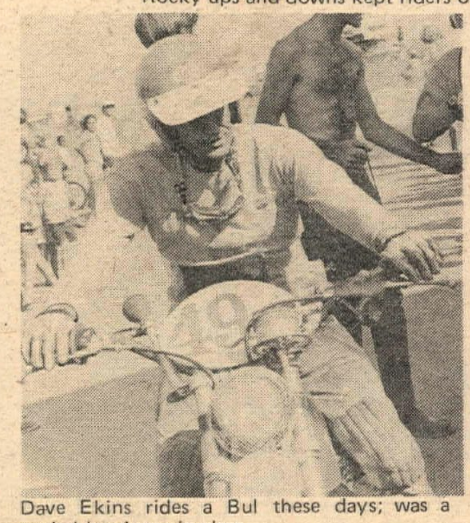
On Memorial Day weekend it is heaven, Mecca, The End of the War and a balanced budget for 500 motorcyclists. Most play motorcyclists can ride all day on a tank of gas. A serious racer goes through two tanks. The Greenhorners fill their tanks eight times in the course of the endless trek to Ridgecrest.

There were some fun sandwashes, which sometimes hid fun rocks.

Rocky ups and downs kept riders on their toes to say nothing of their pegs.

Max Bubeck, winner of the first Greenhorn and multi-time overall winner. He used baling wire for a throttle cable to finish this one.

Paul Flanders rode his first Greenhorn and finished. It's that kind of a thing.

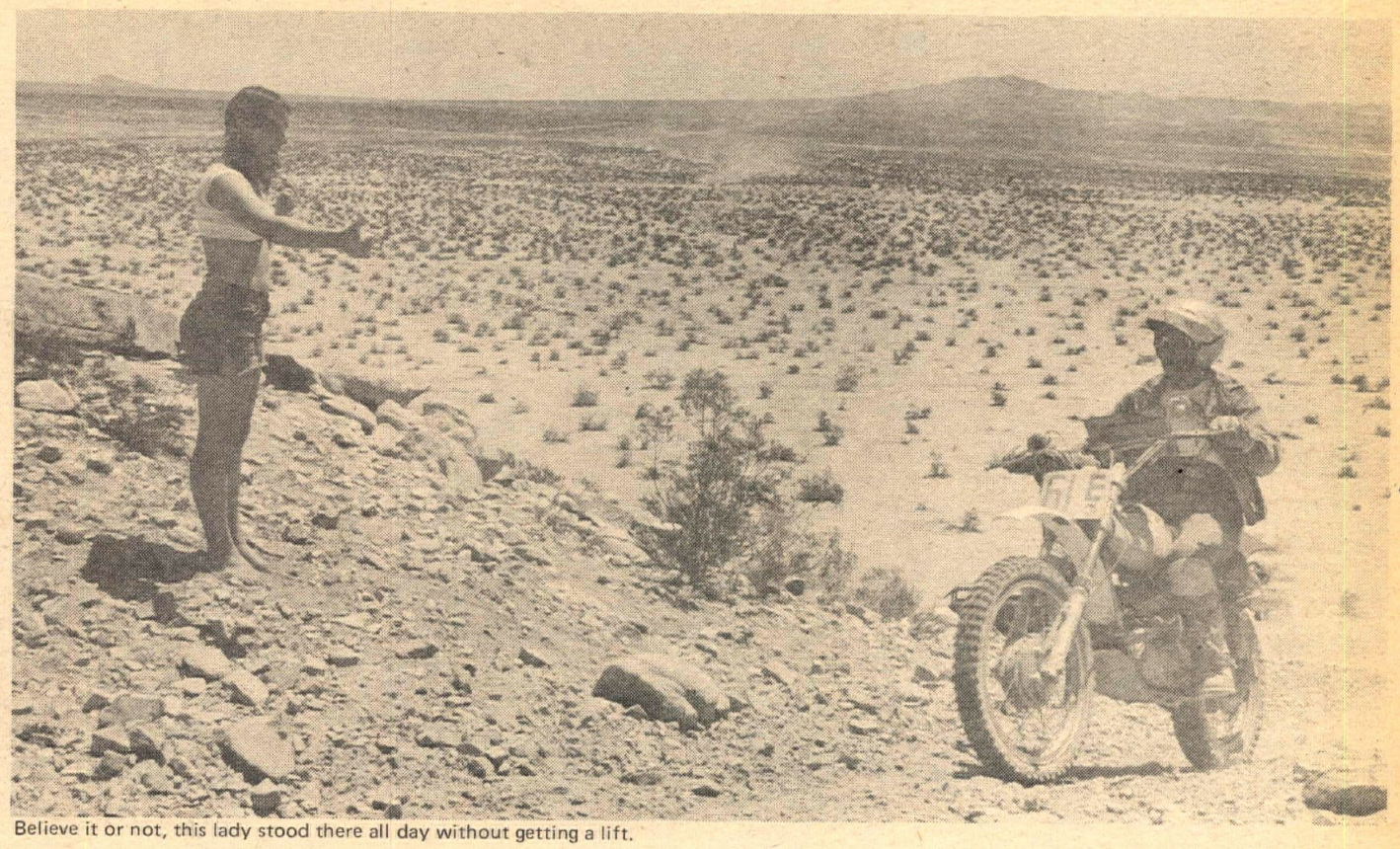


Dave Ekins rides a Bul these days; was a probable winner in class.

Dave Evans gets doused with champagne celebrate a probable class win and shot overall.

re Comes Back For More

(and probably the same spectators, too)



Believe it or not, this lady stood there all day without getting a lift.

Sometimes the trail is pretty nice, like a stretch not far out of Pearblossom where we wove our sandy way between infrequent but shady trees and up broad smooth sandwashes. Then there are deep sand hills that mock the midget power of the trailbikes. Even my Matador signals it's working hard by dropping its exhaust note about two octaves as it shovels its way furiously to the top.

Then, for me, disaster. Flat tire. I'm still long miles from my truck at Hi Vista. I limp in very late and change the tire. Being no ISDT star, it takes me over a half hour to fix the flat. By the time I go the next 40 miles to Four Corners, I'm out of my hour and disqualified. Next year.

Others are out too. Only one of the starting sidehacks has made it this far. Other dejected riders sit around the cafe at Four Corners sopping up drinks long after they should have gone. The survivors are battling the rocks and some are getting lost.

Sunday is the same only in reverse. Starting at Ridgecrest, the riders pass near Garlock, get almost to California City, double back and cross the Randsburg road and again hit Four Corners. The first rider is at Four Corners by 9:06 and he's gone 73 miles. They leave Four Corners on the East side of 395,go south for 25 miles or so and then cross under the highway to parallel Shadow Mountain Road into Hi Vista.

There are thousands of trails in this area and it takes close attention to stay on the right one. Anyone who's ridden the Greenhorn more than once knows the way back from Hi Vista to Pearblossom. They follow the same path each year so the riders can enjoy blasting through a twisting canyon with high vertical walls. Each year a sprinkling of spectators lines the way. Probably the same spectators each year, too.

Going back through the forest the riders discover that the Pasadena club has upped the ante. The first stretch is now 30 mph instead of 24. It's too fast and several riders get into bad situations trying to keep up. One rider tries to pass me on a turn going much too fast. He shoots over the berm and high into the air. His luck is good. This isn't one of the turns with a thousand foot drop.. He bounces, crashes, and gets back up with no injuries.

For many riders, luck just wasn't around on that last stretch. I saw several flat tires. Bud Howesman, back on his big Norton for this trip, had a flat front which made his heavy scooter almost uncontrollable on the last 35-mile stretch. His partner, Max Bubeck, had poor luck also. He broke a throttle cable and had to jury rig a substitute from some baling wire.

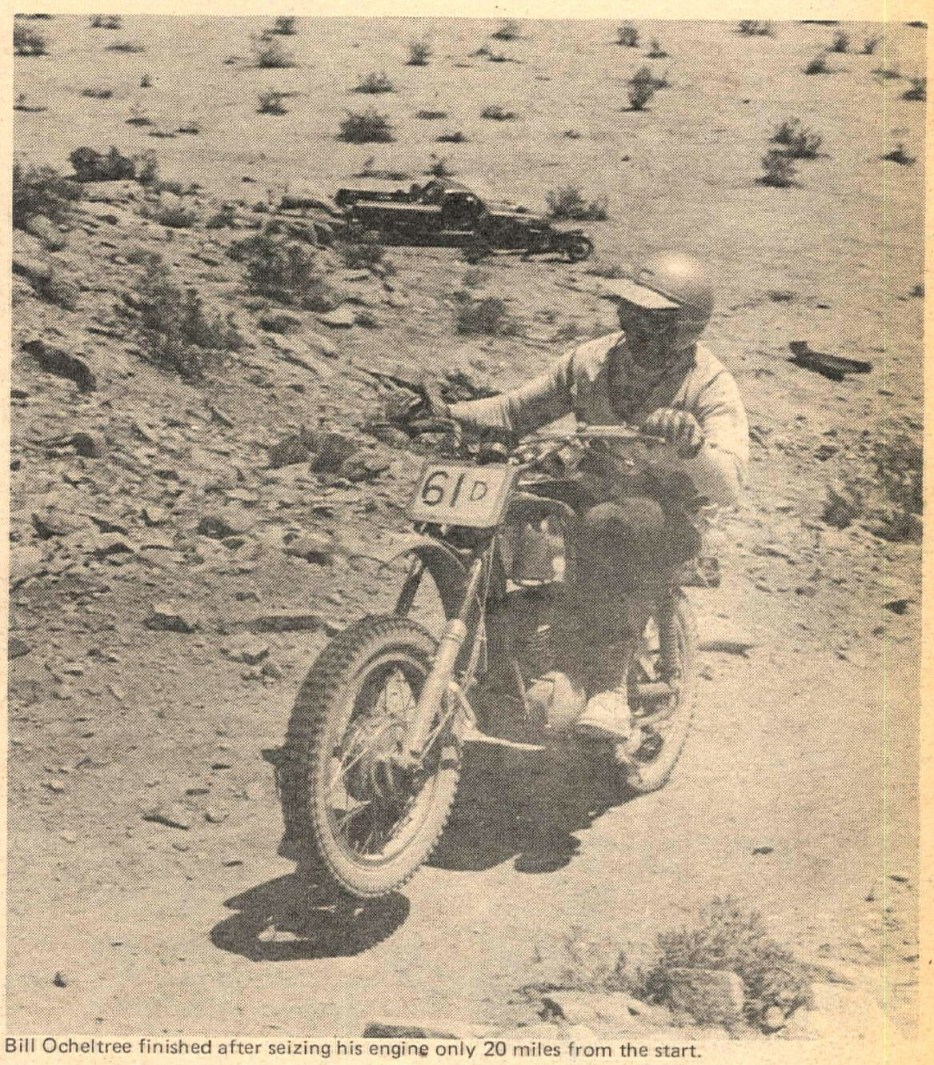
Bob Steffan and Dave Ekins, both riding Bultacos these days, look like winners. Bob lost only 7 points (unofficially) and Dave probably lost one more. They had luck going with them. They got lost on one section, got on the highway and short circuited the course a bit. There was supposed to be a check in the section they missed but the checkers fouled up and the check was inoperative.

It was a bitchy section and the guys who rode the whole 73 miles without a check were fairly well peeved at the luck of those who rode it on the highway without penalty. It's just hard to get away from the luck in the Greenhorn. Some guys try. One bike had at least three riders on it in the two days and some riders rode several bikes. The club make token efforts to stop this by putting a sticker on the forks and frame but they only checked it at the beginning and end of the run so it wasn't very effective.

All in all, it seemed like things were very well run this year. The times were apparently right on the money and no one was complaining about the distance measurement. Marking was quite good, in spite of the fact that some riders managed to get lost. In 500 miles it's inevitable that some riders are going to get lost. To add to the problem, there was a conflicting race this weekend and there are a bunch of ding-a-ling playbikers around Hi Vista that tear down the ribbon and cards as fast as the clubs put it up.

It would take a pretty weird person to say that riding the Greenhorn was fun. It's an experience, and finishing it seems to be something like a testimonial to manhood written in blood. I won't even hazard a guess about winning it. Maybe it's like being canonized or something. At any rate, it seems like a lot of guys feel like it's worth doing each year. Even me. This was my third one.

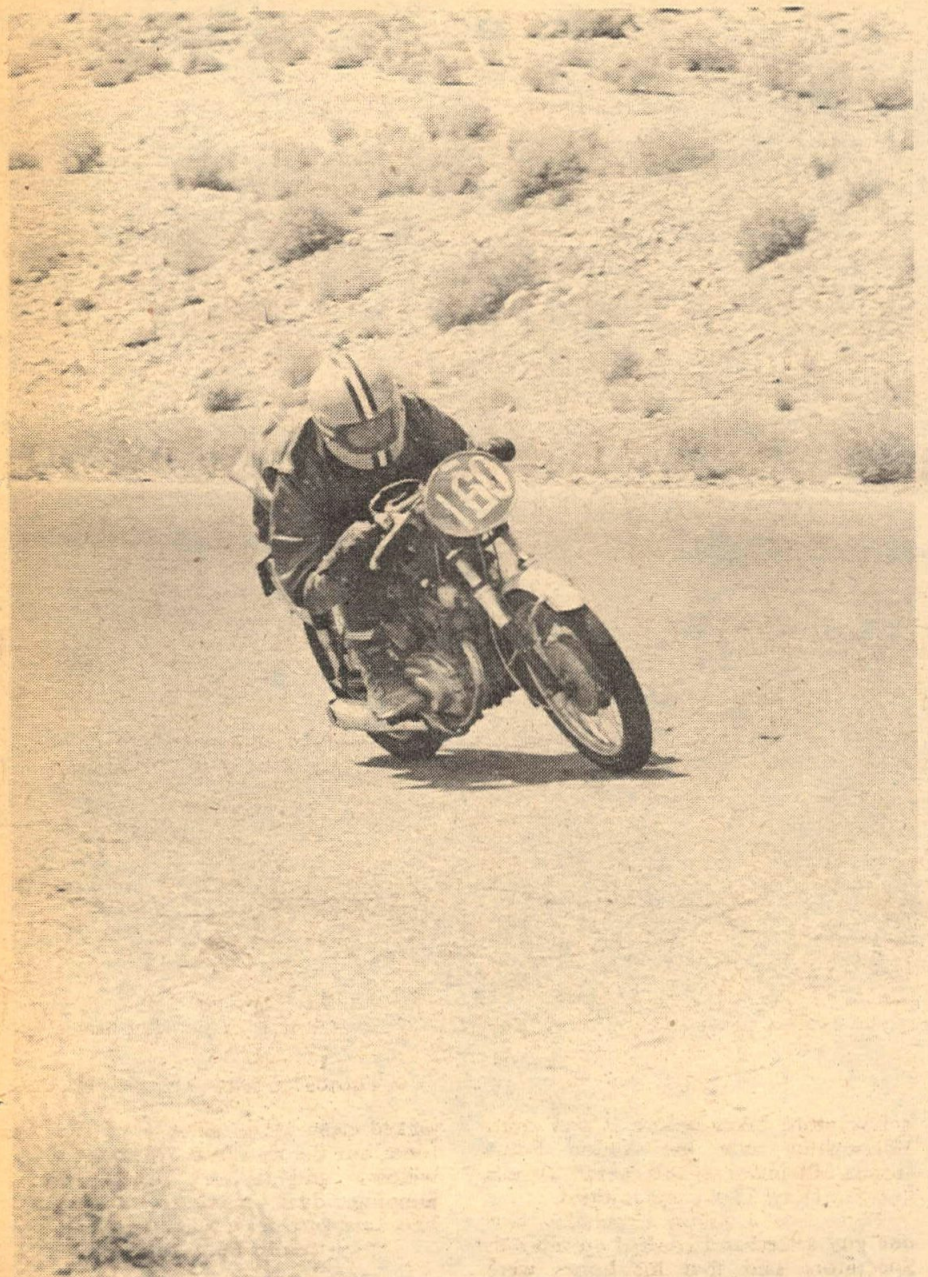
(Results whenever Bob Greene gets rested up.)



Bill Ocheltree finished after seizing his engine only 20 miles from the start.

Toward the end of a long two days' ride.

ENDICOTT MAKES IT UMPTEEN IN A



Heading downhill to turn five Dave Schoonmaker tucks in and winds out his Honda 160.

By Arthur M. Friedman

WILLOW SPRINGS, CAL., May 28, 1972 – *Hot* is the word for Willow Springs today. The extreme temperatures got to the riders, the machinery and, the spectators. Practice saw the course dotted with dead machinery. Winter jetting didn't work today.

Dan Hannebrink of Monotrack Engineering was having problems with his very trick Yamaha all day. In desperation, he even tried a Cycle News stickie. (They're good for 500 rpm on the back straight). Even so his machine didn't hold up in the heat.

Things got under way with the Heavyweight Junior GP. Gerhard Klemm on a Norton Atlas blew everybody way off for Open honors. Next in line was Charles Gulyash on his very sano Kawaski 500. Behind him Joe

Bob Young gets down to it on his Yamaha 100 in the Junior GP event.

WARDS RIVERSIDE
MOJAVE (By Benelli)
PARILLA
CAPRIOLO
MV AGUSTA 250
BIANCHI
CAPRI SCOOTERS

PARTS
World's largest inventory for Italian motorcycles
Rebuilt Engine Exchanges
COSMOPOLITAN MOTORS, INC.
Hatboro, Pa. 19040
(215) 672-9100

NEW 26mm MIKUNI
clamp mount carburetor
Full Price $8.00 each
comes with a 230 main jet
Calif. residents add 5% sales tax
REO ENTERPRISE
P.O. Box 461
Norco, Ca. 91760

STOPGUNGE
You don't even have to use a bike, just let it *sit around* and it'll get all *Gungey*! Not hard to stop, though. Just a few fast sprays of ESP Rust Inhibiting Penetrating Oil & Lubricant and *Gunge* heads south. A little early prevention saves alloy cases, rims, chrome and paint. Wipe it dry for wax like finish that shines as well as protects. 4oz. and 16 oz. sizes.
SEND 25¢ FOR SAMPLE
Petrochem
ESP RUST INHIBITING PENETRATING OIL AND LUBRICANT
ULTRA-THIN WATER REPELLING FILM

Cycle News
DISPLAY ADVERTISING
DEADLINE
WEDNESDAY AT 5pm
JUNE 7
For Issue No. 23
On Sale June 14
TELEPHONE
(213)427-7433

PENTON

HOT HATS
HOT DOG!
75 cents
Cycle News
Dept. CNP
P.O. Box 498
Long Beach, Ca. 90801

ANOTHER QUALITY PRODUCT FROM
WEBCO
Kawasaki Bighorn Handling Kit
Proven in Baja 1000 and Mint 400 competition, this front fork kit makes a new machine out of the Kawasaki F5, F8, F9 or F81M. It consists of new piston and valve assembly, custom restrictor tubes and a pair of S&W progressive-wound springs. No machine work required; illustrated instructions included.
#2199 . . . Kawasaki handling kit.....$39.95
Webco Catalog, 92 pages, still only $1.00
SOLD THROUGH AUTHORIZED M/C DEALERS ONLY
WEBCO INC.
BOX 429 • VENICE, CAL. 90291

YAMAHA DEALER
USED PARTS ALL MAKES 40% to 60% off
SCRAMBLER MOTORCYCLES
1801 W. Burbank Blvd.
Burbank, Calif.
849-5907 or 845-8738 Ex. 7

DRACO'S MOTORCYCLES
KAWASAKI ONLY
One of Orange County's Largest Stock of
KAWASAKI
MOTORCYCLES & PARTS
Motorcycle Insurance
Financing Available
Master Charge — Bankamericard
1629 S Standard SA 543-9688

The place to go for
AJS OSSA DKW KAWASAKI
Penton Norton Moto Guzzi
TEMPLE CITY KAWASAKI
5663 N. Rosemead, Temple City, Calif. (213) 287-6167
Home of southern counties racing team No. 1 – '71 ACA MX team
Corner of Rosemead & Las Tunas

BODY FUEL BY ENDURA
Tested and used by the following Dist. 37 riders: ERIC JENSEN * BOB McLAUGHLIN * LARRY BERGQUIST * ED SCHEIDLER * WALT AXTHELM * LARRY HEARN * GEORGE MAGALLON M.D.
MORE ENERGY AND ENDURANCE LESS MUSCLE STRAIN AND FATIGUE.
HIGH POTENCY MULTI-VITAMINS
Endura Vitamins are manufactured from the finest raw materials. High in B-Complex essential for quick energy. $8.50 for 3 month supply (Calif. residents add 5% tax).
400 I.U. VITAMIN E-NATURAL
$7.50 for 3 month supply (Calif. residents add 5% tax).
Send check or money order to: Endura Vitamin, Dept. A, 638 S. Glendora Ave., Glendora, Ca. 91740.

K & G engineering
FRAME MODIFICATIONS
Production prices now available for
Yamaha DT-1, RT-1, CT-1, AT-1 & Suzuki 400 & Hodaka 100
Other makes & models altered per your specs at slightly higher cost
2353 San Fernando Rd.
P.O. Box 65735
Los Angeles, Calif. 90065
(213) 222-8778

ROW AT A HOT WILLOW SPRINGS

Ikegami (Yam) and David Racine (Hon) had it out for 350 points. Racine always gets a bad start and has to work his way up. He did so and was first 350.

The 250 Senior GP was spiced up by Neal Coben who got a bad start but waited a lap and then hung onto ACA number one plate holder, Pat Evans. Coben was doing the deed in the turns, but Evans had more steam and used it to finally pull away. In the meantime, however, Coben went around him several times. Keeping fast company and dicing for second were Jun Yamaha, Steve Forschauer, and Yoshihiko Ozaki. They finally finished in that order. All, of course, were wailing around on Yamahas.

The 350 Production was dominated by Joe Ikegami until he broke. Dick Fuller inherited the lead. There was a girl out there who was looking very steady and precise.

As usual, Bob Endicott ripped off the Open Production race. Reg Pridmore (BMW) and Dennis Pegelow (Kaw) fought it out for second place some distance back. Dennis must have been a little stiff from his crash on the street on Thursday. In the end, the 500 class was won by Jay Moran who borrowed Dick Kilgroe's 500 Kawasaki.

Steve McLaughlin was riding a very non-stock Honda 500 under protest. He fiddled with Endicott for a bit until Bob lost interest and went away. It sure would be nice if somebody could give Endicott and his Honda some company. He must get lonely out there by himself all the time. George Kerker, where are you?

The heat had kind of driven everyone into the relative coolness of their vans by the beginning of the Open Senior event. Jimmy Chen exploded off the line to an incredible lead in the first lap. He exploded again when he lost it at over 100 mph in the sweeper. He walked away. Endicott, now on a BSA triple, took over the lead and pulled it out. He is almost as fast on that BSA as he is on his production Honda. Bob is trying to do the National thing and is getting some time in on "real" racers.

Steve Froschauer was one of four riders involved in the dice for second place in the 250 Senior GP. He came out behind first-time Senior Jun Yamada.

Photos by John Stein & John Voss

After a bit, Hurley Wilvert played copy-cat and threw his bike away in the sweeper. Some iodine fixed him. Then Pat Evans' Yamaha 350 suffered heat prostration and he went out. Even so, George Miller had kept him at bay. He got the 350 trophy. The heat killed off a few more bikes before it was over. McLaughlin rode the Action Fours Honda 500 in for second overall. Dennis Pegelow (Kaw 750) came in third.

There was a rumor circulating that one guy seized and crashed on the hill. Spectators said that his bones were picked clean by buzzards – not for the food, but the moisture. Where are those willows and those springs? Great jumping dual overhead bouncy – knockers, summer has just begun.

(Results on page 40)

TORSTEN HALLMAN RACING INC.

U.S. Dist. for Trelleborg Motocross tires Torsten Hallman special design leathers & racing equipment.

(714) 460-6234
(714) 460-1402

For dealer info. write or call: 5345 Timken St., La Mesa, Cal. 92041.

A SUPER OIL FOR SCOOTERS

FOR ALL 2 & 4 STROKE BIKES

DU-OMEGA 2 cycle air cooled engine oil
* Extends plug life 6 times
* No carbon fouling
* Eliminates seizing

OMEGA

AER-OMEGA 4 cycle air cooled engine oil
*High heat stability
* Eliminates galling
* Eliminates foaming
* Absolutely no metallic salts

ASK FOR OMEGA OIL PRODUCTS AT YOUR LOCAL CYCLE SHOP or contact
OMEGA OIL COMPANY, 3615 No. Big Dalton Ave. Baldwin Park, Ca. 91706—Phone (213) 337-2408

WARREN WILSON MOTORS

MONTESA
9000 SEPULVEDA BLVD.
South of Nordoff in Sepulveda, Calif.
(213) 894-9218

Motorcycle Sales Service

BNS SUPPLY
DISTRIBUTORS
Accessories, Shop Tools, MX Clothing, Speed Equipment. Mail Order Catalog $1.00
PO Box 651 7500 El Cajon Blvd.
La Mesa, CA 92041 714/465-8327

Wanted! AMA Members!

To represent in government Motorcycle Owners, Riders, and Enthusiasts

Send a minimum contribution of $1 for a year's registration of your support. Register each member of your family.

PO Box 26062, Sacramento 95826

★WE ARE NOW OPEN★
We want to be Number 1
We give better deals
We give better service
D&J SUZUKI
conveniently located
1915 E. Katella Ave. at the Newport Freeway
Orange, Calif. (714) 639-7771
OPEN 7 DAYS Mon. thru Fri. 9-9, Sat. 9-6, Sun. 11-4
ALSO WE HAVE A LIMITED NUMBER OF SLIGHTLY FREIGHT DAMAGED SUZUKIS AT A PRICE YOU MUST SEE TO BELIEVE.

We sell & service the BEST PREPARED MAICOS you can buy anywhere!
AMERICAN MOTOCROSS
1320 E. ORANGETHORPE FULLERTON CALIF. (714) 870-4997

BIG BORE MAIL ORDER
Bultaco—Honda—Yamaha—Triumph—Hodaka—Sachs, etc.
Porting & Service All Brands Mikuni Carburetors
TSS Factory Road Racing 125cc pipes Parts for
Bultaco — Bonanza — Guazzoni — La Verda
Pumfrey Bultaco, 21819 Sherman Way, Canoga Park, Ca. 91303. (213) 887-7696

Greeves Griffons
Authorized dealer parts & services
Draco's Motorcycles
1629 S. Standard Ave., Santa Ana
(714) 543-9688

1972 GREEVES are here
NEW ★ 175cc 6 speed Enduro, Puch engine
NEW ★ 250cc Enduro with lights. Motoplat Ignition
NEW ★ 380cc Enduro with lights. Motoplat Ignition
NEW ★ 250cc Moto X, low frame, new big end, etc.
NEW ★ 380cc Moto X, as above
BUY DIRECT FROM IMPORTER
Importer – Distributor – Nick Nicholson Motors, Inc.
11573 Vanowen, North Hollywood
(213) 764-8674
26 YEARS EXPERIENCE

HUNTINGTON BEACH
Competition Cycle Products
16612 Beach Blvd. (714) 847-2202
COMPLETE LINE OF COMPETITION ACCESSORIES
* Walters Leathers
* Gloves
* Boots
Also
welding - porting - custom pipes
boring and GUARANTEED tune-ups.

DYNO TUNING
Street or race
Basic Check $6.50
ANY MAKE OR MODEL
Orange County's Only Drive-On M/C Dyno
Anaheim Family Sportcycle
740 N. Anaheim Blvd., Anaheim, Calif. 92805. (714) 772-3080

The Soft Invasion, Slow and Steady

Only two riders made it to the top of the tree without dabbing. Nobody cleaned it on the way down.

Lane Leavitt cleans "The Stumps" in Section 4.

By Monty Evert

CARNEGIE PARK, LIVERMORE, CAL., May 7, 1972 – Anyone who rides a bike obviously does so to have fun on it. Whether in and out of the rush hour madness or 130 mph on a road race machine, they were made to enjoy. When one thinks of a dirt bike, an automatic reaction is going fast and winning a race. It's a feeling of having power under you and being able to control it (or lose it, depending) at a turn of a grip. It's that thing of competition that stems from the Romans and their side-hacks called Chariots.

Out of the millions of bikers across the nation comes the different few. They are without fanfare, the limelight of being first, or the "bummer" of coming in last. He's a Trialer. He proves nothing to no one. He enjoys his bike and what he can do with it. He strives only to get a certain high by cleaning a section and saying to himself, "WOW". He gets even higher when the "wows" are continuous.

Carnegie Park was softly invaded by 175 of these de-tuned racers. PITS had a day of incredible feats of coordination, and agility that made my first Trials nice to watch. Not knowing what to expect, I asked questions and found that the people participating weren't just people at a race, they were just people. Helping me in anyway they could for no apparent reason is different that one of those dog-eat-dog races I've been to. Kinda nice for a change.

After getting the rules halfway absorbed, I went to the first section. I watched a rider in a trance-like state, fishtailing an 80% grade for ten feet, stop at the top, 180 degree left turn, up another hill that looked like Jolly Green's staircase and come to another stop, get his card punched, take off again without putting his feet down and smile while he looks back. That's why he was out there, to smile a while.

Lane Leavitt was there only to find that even after an oversea's tour with the best, Steve Darrow showed that this phase of bikes has competition. After three sets of loops, and a Leavitt flat tire, the outcome was close. Steve put his foot down once in the second loop which made a very impressive sight on his punch card. At the end of the day, Lane and Steve were tied at 14 points. To find the winner, they add up the number of cleans. Lane 23, Dick 22. When they found out the results, they just grinned.

This art of being able to concentrate fully on what one is doing, blocking out everything but mind and reflexes makes this phase of biking not only neat to watch but persuadingly tempting to try. When one does try it, he may find that he has a long way to go to obtain that special high.

BAY AREA BULTACO, INC.
SALES SERVICE
BULTACO CEMOTO
Welding Porting
Accessories
★ 1352 Centinela, W. Los Angeles ★
Corner of Santa Monica Blvd. & Centinela
Open 9 am to 6 pm Mon. thru Sat.
Santa Monica Blvd. Centinela Bundy San Diego Frwy. Santa Monica Frwy. N W E S
213 826-7856
BANK FINANCING

NEW PENTON/HI-POINT ACCESSORY CATALOG
32 pages crammed full of the finest accessories for Pentons, Huskys, and all dirt riding goodies for Moto-Cross and Enduros. Send $1.00 today for your catalog and receive a free Hi-Point sticker.
Write: Accessory Catalog
Penton Central, P. O. Box 2327
Amarillo, Texas 79105

NOW AVAILABLE
1972 AMXT CALENDARS
$3.95
Help support the American Motocross Team
Send check or money or to:
CYCLE NEWS Products
Box 498
Long Beach, Ca. 90801
Dept. CNP

Hear of the hot tip?
Just opened for Moto-X & Desert people
One stop & shop for every accessory & Repair
Cal Competition Products
7233 Deering Ave., Canoga Park, CA 91303 (213) 348-6571

HASCOTT
MOTORCYCLE ACCESSORIES
P.O. Box 566, El Toro, Ca. 92630
(714) 831-1621
distributors of Diff Brake

"STRONG"
D&S MOTORCYCLE CARRIERS
3332 RETA STREET
La Crescenta, Calif.
Postal Zip Code 91214
Car Frame
248-2850
Attaches to Front or Rear Frames of Any
• CAR
• TRUCK
• TRAILER
E-Z ON/OFF LOAD RAMP
Loading Ramp

HOT DOG!
Cycle News HOT HATS
ALL NEW!
Only 75 cents
Cycle News Dept. CNP
P.O. Box 498
Long Beach, Ca. 90801
Bazooka Pete says: "Mmm, Hot Hat good."

1972 INTERNATIONAL CUP MOTOCROSS CHAMPIONSHIP
WITH THE WORLD'S TOP 40 RIDERS!
SATURDAY EVENING, JULY 8, 8:00 PM
LOS ANGELES MEMORIAL COLISEUM
P.O. Box 13369, Sacramento, Ca 95813

Mike Patrick's
YAMAHA of CORONA
1101 E. 6th St. – Corona
(714) 735-7721

Spectator liability and riders medical insurance for track owners, promoters, clubs and recreational parks.
S. HARRIS PINSKY
Century United Agencies
1888 Century Park East, Suite 1015
Los Angeles, Calif. 90067 – (213) 553-3511
BROKER INQUIRIES INVITED

U-SAV MOTORCYCLE ACCESSORY CENTERS
TDC
REGISTER AT YOUR LOCAL CENTER FOR A DT-2 TO BE GIVEN AWAY JULY 10, 1972
LEMON GROVE 7342 BROADWAY (714) 460-5858
FULLERTON 161 N. RAYMOND AVE. (714) 870-6733
EL CAJON 693 EL CAJON BLVD. (714) 442-9871
ESCONDIDO 845 SO. ESCONDIDO BLVD. (714) 747-5510
KEARNY MESA 4208 CONVOY ST (714) 292-1952

Arnaiz, Jordy Duel at Lodi

By Ann Carr

LODI, CALIF., May 13, 1972 – Second week Expert Arnaiz and Alex Jorgensen continued their domination of the 250 class at Lodi as they finished first and second in the 250 Expert Main.

After second and first place finishes in the heats, their super-fast Kawasakis (referred to by some motorcycle mags as "ill-handling") raced into the lead on the first lap as young Arnaiz-though a bit skittish in the turns-held off intense pressure from Jorgy, Jerry Kole and Jeff Davidson, for a wire to wire win.

Jorgy grabbed a second and Kole a third when Jeff fell on the white flag lap. These two fast Kawasaki-mounted Experts must make believers out of a few handling scoffers. Lodi is convinced after their showing over the past six weeks.

Little Mike Rizzuto, also becoming a trophy time regular at Lodi, screamed into first on lap one of the 100 Novice Main and was never headed.

In the 125 Novice Main, Mike Preston's Suzuki slipped through traffic as he gained four positions in six laps to take first. Bob Casey finished second.

Young Joe Klein powered into the lead in the 250 Junior Main and was never headed. Dave Burton, Roger Horton, Ron Boley and Ron Chesney chased Joe all the way but could never catch up. Dave had to concentrate on keeping his Kaw (another one!) ahead of the Bul herd for a second.

Shorttrack is scheduled at Lodi for June 10, before regular Friday scrambles begin June 16.

Dring, Stewart Tie

By Jim Shipley

REDDING, CAL., May 14, 1972 – Perhaps due to Mothers' Day, there were only 150 sign-ups at a track that usually draws twice that many. There were no Trophy Dashes, but Fred Rabo won the wheelie contest.

In the 125 Novice Main, Suzuki-mounted Dan Firsbee grabbed an early lead with Jeff Shimizu in second holding off Ray Douglas. Douglas made it around them all to take first. The 125 Am/Ex was a race to the finish as Fred Rabo grabbed first from Ron Scott in the final seconds.

Jeff Geist, racing for the first time as an Amateur on the only 175 in the 200 Am/Ex. class managed to walk off with a first place. Bruce Edwards grabbed an early lead in the 250 Novice when his bike slid out in the first turn, knocking down two other bikes leaving Montesa-mounted Ruda in the lead until he was passed by Chuck Lockett and then Joe Cantor. Continually being challenged in the 500 Expert class was Bultaco-mounted winner, Martin Plumb. Harry Dring was in second.

All Open classes were run together; Novices started in the back. The race for first lasted from start to finish with Charles Stewart holding the lead over Dring. The finish was so close that after Dring had a talk with the officials, it was called a tie. Three lengths back from the leaders was Mark Legarra.

Vallejo Experts Stacked

By James Brammer

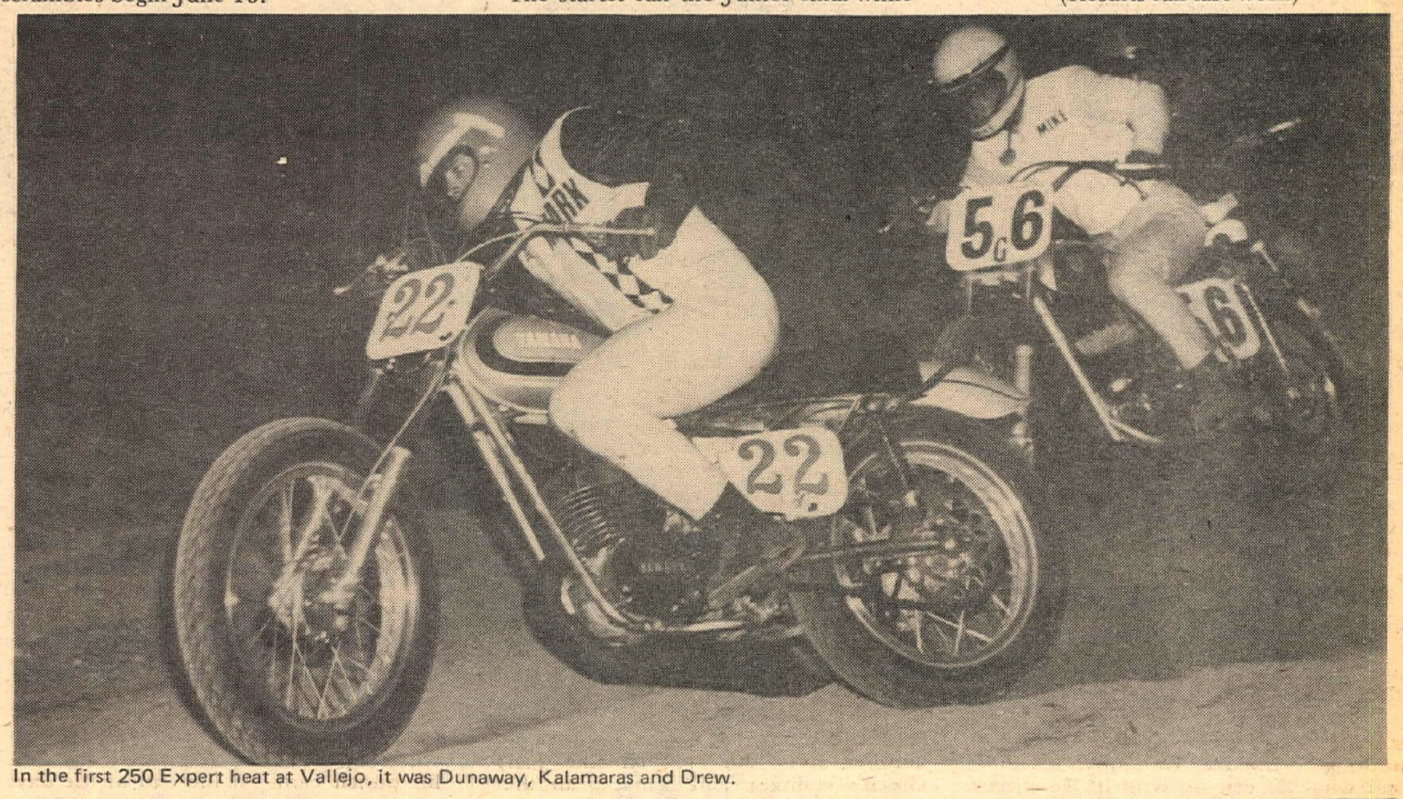
VALLEJO, CAL., May 12, 1972 – Dennis Robinson said he thought the season was over for him when he tried to straighten out kinks from a first lap spill in the 250 Expert final in the scrambles at Vallejo. He glimpsed two riders wobbling as they approached the jump and when he crossed they were down in his path. Robinson hit them and then Kent Johnson hit Robinson. Allen Yarrow said he was one of the lead riders who got together, and he didn't know what had happened other than he was wobbling as he approached the jump. It was he and either Mark Dunaway or Rich Alquist who were the first two riders down, then Robinson. Kent Johnson was the next man over and he hit Robinson, but didn't fall. Robinson was coiled like a valve spring.

The starter ran the Junior final while the riders and bikes in the spill were getting sorted out and then they all returned later for a restart of the Expert final. Larry Drew took the lead from Harry Dring in the closing laps to win. Dring had won the second heat. Mark Dunaway, first, and Mike Kalamaras had won over Drew in the first heat.

The track was dry and slippery which contributed to many other spills in other races.

Cycle West who sponsors Drew on the Ossa came across with a MX 500 BSA for the 500 class. The 500's were combined with the 650's in the Expert class. It is extremely rare for a 500 to beat the 650's at Vallejo, but it should be a good way to hold a sponsor. Drew jumped out front from the start and ran away from the 650's on the slippery infield to win the final.

(Results ran last week)



In the first 250 Expert heat at Vallejo, it was Dunaway, Kalamaras and Drew.

From the people who bring you

CYCLE NEWS

Products designed to grab your greenbacks and otherwise deflate your wallet.

NEW!

find your hero. Your complete program for all 1972 California Amateur and Professional races. Over 10,000 names and riding numbers. All you need to know about California competition. $1.00

Need Three Hands?

Carry it whether on your Hodaka or your 10 speed. The ideal way to carry your books to school or your lunch & spare plugs on the trail. $2.50.

Hot Hats

MONEY BACK IF NOT SATISFIED!

HOT DOG! 75¢

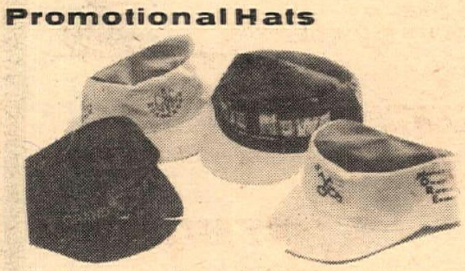
Trail Book

How to get from here to there. Now novices don't have to ask those embarrassing questions, they are all answered in this easy to teach your techniques to become an expert. $3.00

1972 Calendar

Your bucks go to help support the American Motocross Team, and in return you get a swell high quality calender. $3.95

Dealer & Promotional Hats



We take your logo and change it into your very own promotional hat (minimum order — 500 hats). Varied colors and materials available. Dealer Inquiries Invited.

Vacation & Travel Guide

FOR CALIFORNIA AND NEVADA

More than 50 FREE dinners and big discounts in: Motels, Trips, Attractions, Shops, Theaters, etc. $3.75

Cycle News Products, P.O. Box 498, Long Beach, Ca. 90801

AMERICAN M.X. TEAM

LET'S GO AMERICANS!

Let's have an American World Champion. Join the American Motocross Team and receive this beautiful multi-color team patch for a $5 (or more contribution to American Motocross Team, Box 3276, Hollywood, California.

ACK Products Inc. SAN JOSE

ACK PRODUCTS,
676 Auzerais Ave.,
San Jose, Ca 95125,
408-293-5111

Cow Trail Your CZ

CZ ENDURO SPROCKETS

12 TOOTH CZ Counter Sprockets $9.25

Cal. res. add 5% sales tax.

C&M SPECIALTIES—P.O. BOX 717
MOUNTAIN VIEW, CALIF. 94040

Bultaco • Maico • Norton • Hodaka • Yamaha

Bay Area's leading Yamaha dealer

A&A MOTORS

2771 El Camino Real
Redwood City, California
366-1755 366-3814

COLISEUM CYCLE

MAIL and ORDER

ACCESSORY CO.

KAWASAKI MOTORCYCLES

3958 E. 14th ST., OAKLAND, CAL.
(415) 534-5461 94601

BULTACO FREMONT

IMIurrell's SPORTCYCLE

OF FREMONT
37318 FREMONT BOULEVARD
FREMONT, CALIFORNIA 94536

Rich Porter
Manager

Bultaco Specialists

100% Financing

SUZUKI

SELBY MOTORS

A good place to buy a great motorcycle

346 El Camino, Redwood City
(415) 369-4112

Sales * Service
custom work * all makes

Trophy CYCLES

SUZUKI MAICO

184 San Antonio Rd.
Mt. View, Calif. 94040
941-7317

HOCKING DOES HATTRICK AT FREMONT

By Bill Spencer

FREMONT, CAL., May 20, 1972 – Second year Novice Rick Hocking, astride his trusty Sonny Kenyon-tuned, Mt. View Auto Stereo-sponsored Bultaco, did the magic thing once again at fabulous Fremont Raceway and extended his win streak to three in a row. He is just about unbeatable and came from behind in the 15-lap Main to prove it.

On the start he came off the line from the outside, his choice, and was fifth in the first turn. He held that spot for two laps and when traffic started to thin out, he started working on the front runners. It was Joe Henry and Mike Renslow on the jump with Jim Odom keeping them honest. Henry opened up a solid ten bike length lead and held it for five laps until Hocking started to pressure him.

Hocking's first pass was on Jim Foley which was the easiest one of the race. From there he had to get by Odom. He did that with style and grace on the third lap. On the fifth go-round, he went by the very fast twin Yamaha of Mike Renslow and that just about put the icing on the cake as that Schwerma-framed product is a real flash in the straights.

With only Henry in front it took two more laps to close the lead and from there it was a matter of getting set-up for the pass. Joe Henry had just come off a win in Phoenix the night before and he appeared to have everything under control until the fast kid from Fremont moved in.

On the 12th lap Hocking made the move and went under Henry's Bultaco and it looked like it was all over, but he couldn't hold it through the corner and coming off the last turn, Henry was back in control. Mightly Joe held off the advances for the next two laps but coming off the front turn on the last lap was the clincher for Hocking as he got a good drive and held it WFO until he went by Henry through the turn and came home the winner. Combining this with his third place from Ascot the previous evening and two wins from last week should help this team get something going. You never know what it takes to make the big time.

In the heats, the action was hot and heavy with the first one pitting two national numbers against each other. Al Kenyon and Jim Odom displayed their knowledge of super sliding and racing with Odom doing the feet up slide on the last lap giving Al the win. Hocking won the second heat in front of Mike Kidd giving him the pole which he decided to put on the outside, perhaps an unwise decision but one that didn't make much difference in the overall outcome.

Gary Tonda rode an Omega-framed Ossa to the win in the third regulation heat defeating Robert E. Lee, who still looks like the best rider at anybody's short track. Craig Michie rode one of Odom's spare Tokyo specials to the fourth heat race win with Joe Henry tagging along for second.

In the semi's it was Odom beating Foley for first with Al Kenyon getting suckered off the line and finishing fourth behind Renslow's jet while Hocking won the second over Michie and Henry.

In the ten lap consolation, sometime motocrosser Russ Powell won easily over Bruce Teixeira and Mike O'Brien, with O'Brien coming up to challenge at the finish. Consolation kid Neil McGregor barely beat out K&N racer, Mike Myers.

(Results on page 40)

MOTOR VOTER INFO
714 - 836 8555

DREW ALSO RACES SHORT TRACK

By James Brammer

SANTA ROSA, CAL., May 13, 1972 – From a penalty start, Larry Drew took about four laps to pass all riders in the Expert final to win the feature race in the Amateur short track program at the Chris Beck Arena. At the starting line for the 10-lap feature race, black plate rider, Dennis Robinson jumped before the flag fell and Drew followed. Both riders were sent to the penalty line and the race started over.

Greg Fergurson on his speedway styled Triumph led the Expert final until Drew easily passed on the inside. Robinson worked his way from the penalty line to third place.

Tom Fleming, the 1970 track champion while a Novice, forged his way back into the winner's circle by winning a rough action 250 Junior final with Steve Knechtle falling off in second position coming out of the last corner of the 10 lap final. Neil MacPherson filled in for second at that time with Kim Seidler in third.

Dennis Scott worked his way to second spot by passing Steve Potts in the 250 class for Novice riders with Larry Nerison leading from start to finish.

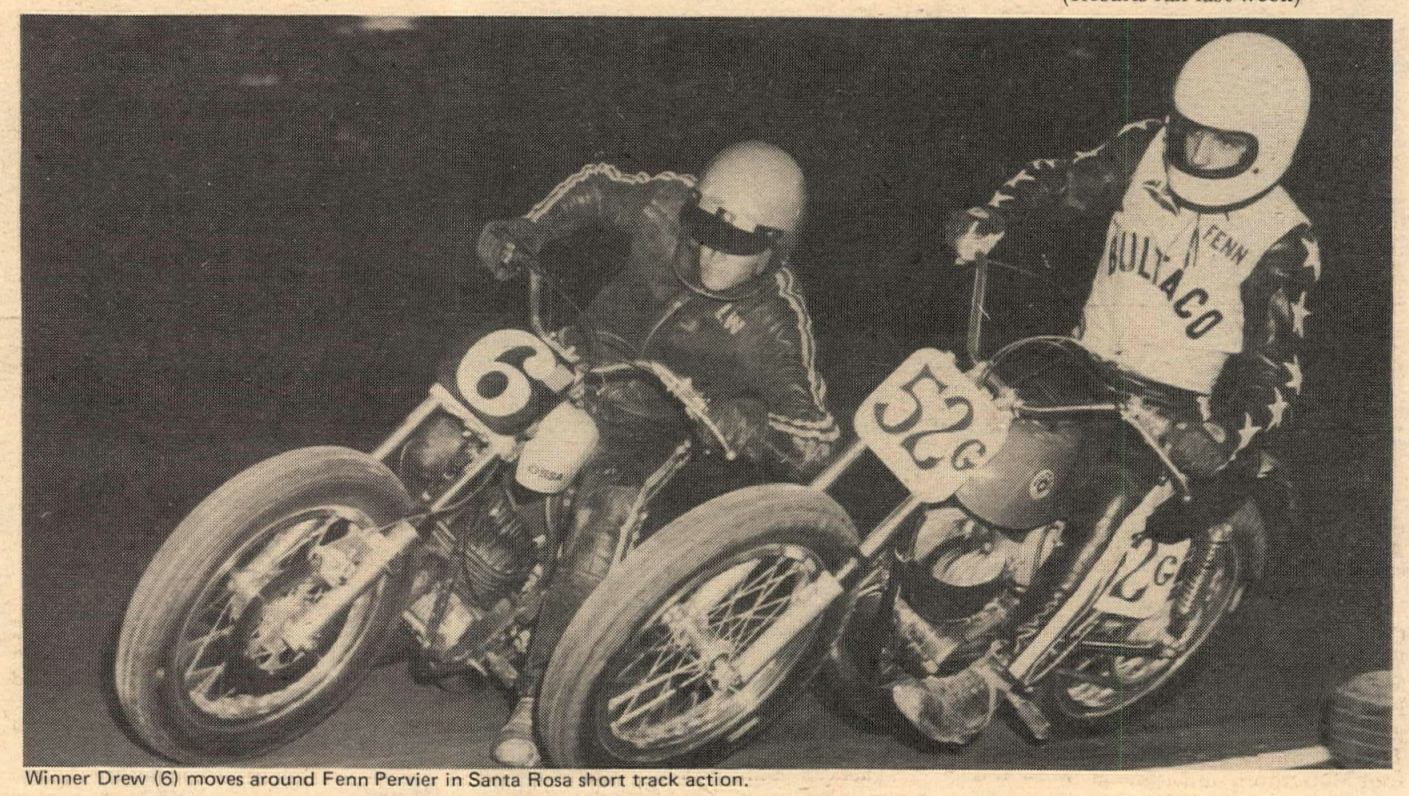
A multiple spill confused the 200 Junior final with hard chargers Jerry Simpson and Jim Perry holding first and second clear of the pile up.

Two trophies for wheelies went to brothers Bill and Brian Manly.

The benefit race starts the 1972 season with seven more short track races scheduled during the year by the North Bay Motorcycle Club at the Chris Beck Arena. This was the fifth annual benefit race with proceeds to go to the Grace Reese Center for children who must have special education. Previously, the funds were used to equip the playground and for audio visual equipment.

(Results ran last week)

Cycle News North



Winner Drew (6) moves around Fenn Pervier in Santa Rosa short track action.

At Least They Gave Trophies

By Sue Bailey

REDWOOD ACRES, EUREKA, CAL., May 19-20, 1972 – One hundred and fifty riders gathered for what was almost a total loss as the first two scrambles of the season were to be presented here at Redwood Acres. Riders traveled from as far North as Brookings, Oregon; from Redding, Willow Creek, Anderson, Crescent City, and many other surrounding areas to be rained out with only one heat race and trophy dash to their credit.

Friday night's racing had to be cancelled just as practice was starting. It was postponed and rescheduled for Sunday at 1 p.m.

Saturday night, everything seemed to be OK after the Far West Club members worked on the track all day to dry it out and get it in shape.

The Mains were cancelled when it started pouring but the heats were full of hot competition. The local talent showed how hard they were to beat. Kevin Bognuda (Kaw) won both the heats and the Trophy Dash in the 100 Novice class, first division.

Ray Beck (Kaw), number one Expert, was unabeaten in the 250 class. Jay Stradley (Oss) challenged him hard in the Trophy Dash, only to fall back into second at the finish.

He was closely pursued by Gary Thompson in the Flat Track event, but to no avail. Thompson finished second, with Jay Stradley pulling in behind him for third.

Pat Richter (Hus) beat Stan Thrash (Tri) by half a bike length in the 350-Open Amateur Trophy Dash. These two finished first in their heats too.

Mike Sawyer, from Willow Creek, atop a 200 Bultaco aced out all 250 bikes to win the 250 Novice, second division Heat. He was followed by Lawrence Williams (Yam).

Williams went on to finish tops in the Trophy Dash.

Rick Bergquist (Tri) plowed into a parked van as he went into the first inside turn of the 350-Open Expert Heat. His chain had broken, causing him to careen to the right.

After medical attention trackside, he was able to get up and walk away and raced in the dash, and won!

After the Mains were cancelled, trophies were awarded to the finishers in the heats. The rain just kept coming down!

(Results on page 40)

MARINACCI AGAIN AT GRAHAM

By P. Doutt

GRAHAM, WASH., May 19, 1972 – It was another fine night of professional racing at Graham Speedway with the time trials setting the pace for an exciting night of racing with four riders setting times in the eighteen second bracket.

Jim Jones, National No. 55, took the first Expert heat of the night with Pat Marinacci coming in a close second. Tony Perella was able to take the second heat with Emil Ahola bringing in his Yamaha for a second spot. Randy Skiver, riding a Triumph and testing out his new lightweight frame, proved it was enough of a cut in weight to place him first in the third heat ahead of John Bromley on his Harley.

Gordy Oakes took the first Semi with Tom Waterson placing second for the transfer to the Main. Mike Elder, Don Noble, and Hugh Fleming all wanted that transfer spot in the second Semi with the lead changing four times before Elder took the lead and brought his Triumph across the finish first pursued closely by Don Noble.

The Trophy Dash at Graham Speedway this year is a combined Dash between the four fastest times of the night, thus pitting both Expert and Junior riders against each other and giving the Juniors a chance to see what kind of riders and competition they will be up against when they become Experts. Tonight's Trophy Dash was evenly split with two riders coming from both classes. Jim Einarsson, Junior, took the lead with Randy Skiver, Expert, close in second, Sam Martin, Junior and Pat Marinacci, Expert. Einarsson's Harley proved too powerful for Skiver's Triumph and he was able to walk away with the trophy for a second week in a row.

Marinacci, last week's winner, did it again as he took his Triumph into the South turn first. It was a tough break for Jim Jones as he got off to a bad start and had to work hard to make up lost time. Marinacci kept stretching out his lead over second place Randy Skiver.

Tony Perella made a good showing on his Norton as he tried to gain on Skiver, but was unable to gain much as Skiver was off and running after Marinacci, who had first all tied up. John Bromley developed mechanical problems and was just able to keep his machine going to finish the race.

Marinacci took home the honors for a second week in a row with Skiver in second and Perella placing third. Elder took over fourth with Kiltoff coming in fifth.

The Juniors at Graham this year continue to show their riding ability and skill. Jim Einarsson took the lead in the Junior Main with Sam Martin hot on his heels. Bob Cooper got off to a bad start, but with patience and skill was working his way through the pack, putting the pressure on Jerry Whitlow for fifth when Whitlow high sided going into the dogleg. Cooper showed his skill as he was forced to go around Whitlow, barely missing him and forced into the fence. Neither rider was hurt.

Meanwhile, Einarsson and Martin were stretching out their lead over third place Fred Siegel. Einarsson went on to cross the finish line first, Martin in second and Siegel in third. All-in-all, the Juniors look very promising this year.

The first Novice Semi looked doomed as it got off to a bad start and starter Bob Malley stopped it to restart. The restart was good only to have two riders go down in the first turn, with Vern Dearinger taken to the hospital. Vern wasn't seriously injured and should be back in the next week or so. Buck Murphy was able to take the second semi with John Emerson placing second to transfer to the Main. Brad Tibbitts won the Main for the second week in a row for him with Steve Mowat second and Mark Baker third.

(Results on page 40)

ROUTES UP THE MATTERHORN

Neal Mackel winds up his Triumph and goes over the top.

A Maico tries the Matterhorn.

By Rich Hoffman

ORANGE, CALIF., May 28, 1972 — What can you say about a guy like Neal Mackel? Each month at Saddleback Park's Matterhorn Hillclimb, Mackel jumps on his "stretched out" 750cc Triumph, takes a quick look up the 650 foot Matterhorn and turns it on. A few seconds later he's sitting at the top. He just makes it look easy.

Neal Mackel wasn't the only one to make it over today but while others made it, it was with obvious effort.

Neal's closest competition came from Bill Correll, also Triumph mounted. Both Mackel and Correll topped the Matterhorn four times today with Mackel taking the overall win in his fifth and final run.

Mackel's only defeat today came when he and Saddleback Park's manager, Bruce Feaver tried unsuccessfully to top the hill riding tandem on Mackels 750. They didn't make it — maybe next time.

It was a perfect hill today, with enough of the big bikes making it over for a good show for the spectators, and yet it was a very hard hill with only about a dozen bikes out of nearly a hundred entries making it over.

Frank Breckenridge (Hus), and George Murai (Mai), both made it over the top today, with the best combination of runs going to Breckenridge for first place in the 400cc division.

There were 18 entries in the 250cc class with Doug Hall (Bul) taking first with a 640 foot run. Second went to Kawasaki mounted Ed Shaver who made it to the 605 mark.

Jeff Ward on a Bonanza Mini bike was back today to try to top the Matterhorn, Jeff has the honor of the only Mini bike to ever go over the 650 foot hill, but today Jeff had to settle for first in his division with a 420 foot run.

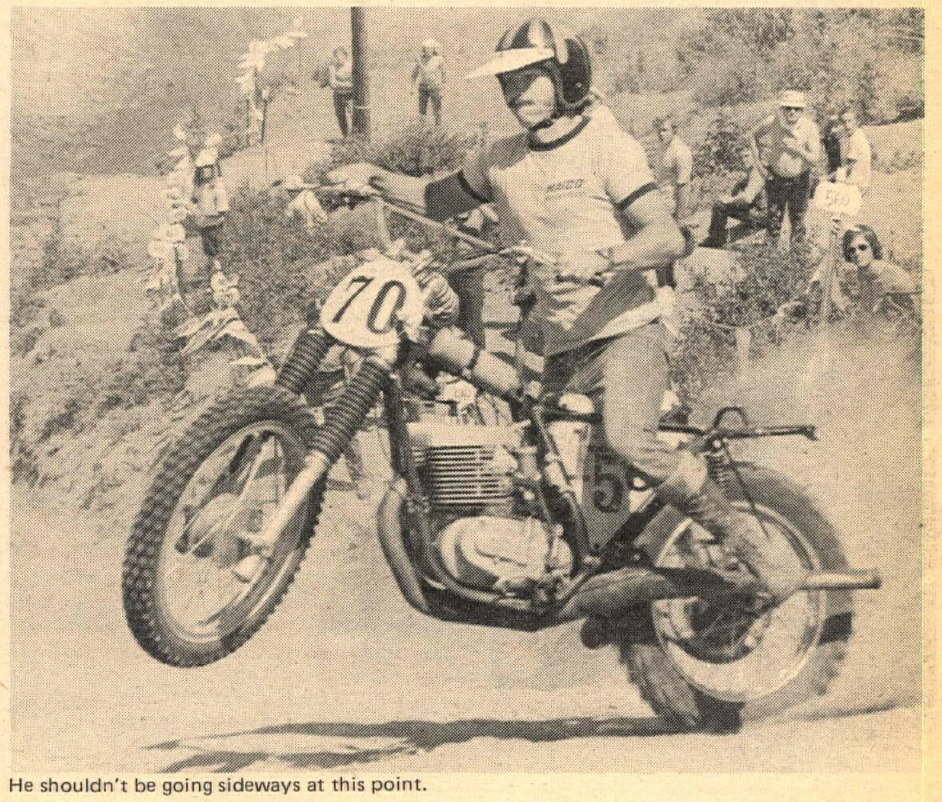
June will be the last hillclimb until Oct. 29, at Saddleback Park, so if you missed today's event be sure to be at the June climb.

(Results on page 40)

A little body English might help the traction.

Sometimes, you can only step off, gracefully.

But does he drink the beer?



He shouldn't be going sideways at this point.

NEW! JUST OUT!

DEALER INQUIRIES INVITED

148 pages! Handy pocket size

1972 Motorcycle Competition Guidebook for California

(first edition published by CYCLE NEWS, Inc.)

10,000 names and riding numbers! including AMA National numbers. AMA District 36 & 37 MX, Enduro, Scrambles & Desert numbers. Plus Calendar of Events for 1972! District 35 & 38 Earned Numbers. AMA National points scoring table.

COMPLETE CMC rider numbers to date. ACA, Trials Clubs, AFM, CERA, HRA, USMRC, Sidehack & Speedway Racing Association names & numbers.

PLUS complete California CLUB GUIDE and much, MUCH MORE.

Send for your copy NOW

only $1

Your complete program for all 1972 California Amateur and Professional races!

(cut out and mail today)

CYCLE NEWS PRODUCTS
P.O. Box 498
Long Beach, Calif. 90801

Please rush my copy(s) of the 1972 Motorcycle Competition Guidebook for California. I enclose $1 for each copy.

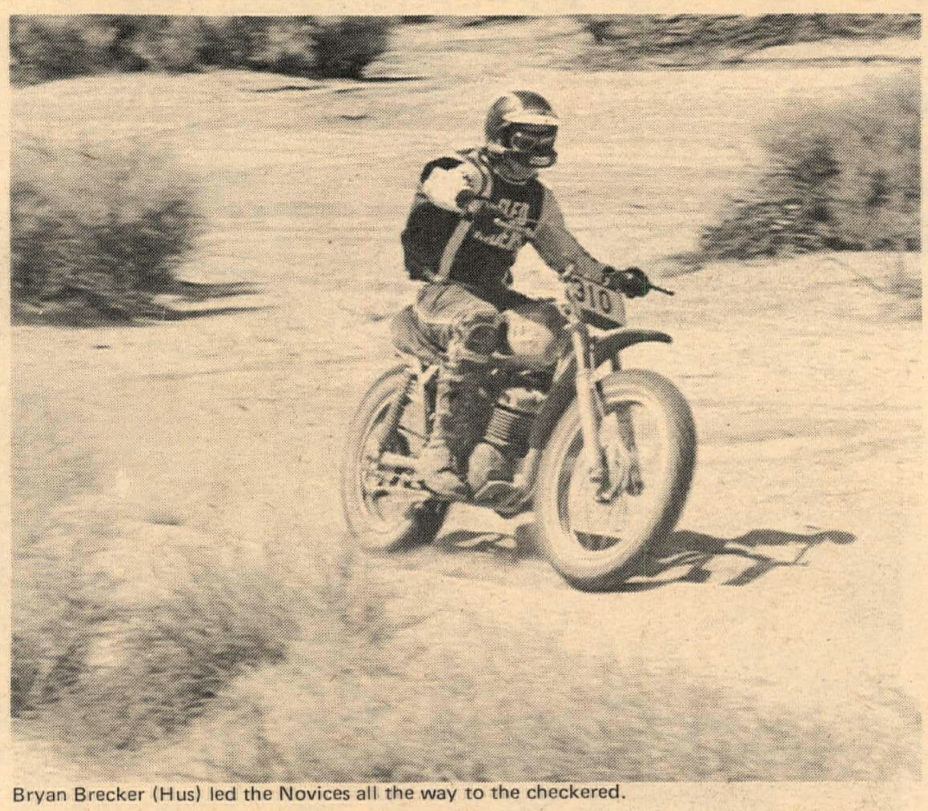
NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SATISFACTION GUARANTEED OR YOUR MONEY BACK

MASTERLINKS



Bryan Brecker (Hus) led the Novices all the way to the checkered.

By Alice Rhea

FOUR CORNERS, CAL., May 28, 1972 — Summer has really arrived at the desert...105 degrees in the shade yesterday and at least that hot today.

Master Links picked some really cobby stuff for their starting area, with soft, sandy ground and some nasty-bad road crossings, but the riders said the course was really neat. There were a few rocks, lots of sand and one 3.5 mph downhill which appeared to be sand, but was actually rather rocky.

Bill Friant (Puc) had a beautiful lead at the bomb, followed by Whitey Martino (Hus). Bill's bike gave up somewhere on the second loop and Steve Holliday (Yam) swooped in to take first Expert and first 250, with Whitey holding on to second place.

Rich Marsh (Bul) said Endura Vitamins gave him the oomph to finish third overall and second 250 Expert, holding off Wes Anderson, Jr. (CZ), and Morris Norman (Hus) who was second 400 Expert.

Larry Pfutzenretuer (Bul) was sixth overall, just ahead of 41x who was riding a 250 Yamaha. Mr. 41x turned out to be Mike Patrick. He rides the 250 so seldom that most spectators didn't recognize him.

LeRoy Davis (Hus) was eighth overall and said it was a rough course, but he was wearing a big grin when he said it.

Greg Hawks is now mounted on a 175 Puch and got it together today for a first in Division II Lightweight, just ahead of Mitch Mayes (Baja) who took first in the Trailbike Division at about 15th overall.

The course was conducive to dicing, and first and second Amateurs Dick Harris (Hus) and Don Finley (Suz) diced it through the whole race.

Jeff Jeffries (Yam) has really been getting it together lately and today pulled off second place in the Division II Lighweight Expert battle.

A. C. Bakken, cleverly disguised with a number in the 1000's and wearing his dad's Bultaco, swooped the 250 Amateur race.

Fourth Amateur Ed Segler (Hus) said it was a great course and he obviously had thoroughly enjoyed the ride, although he didn't say who he had been dicing with out there.

An AJS came in fifth 250 with Amateur Dave LaPraik astride, followed by Benny Padilla on a 250 Husky.

Master Links offered a trophy to the first Polak and Gene Kizenski (Bul) claimed the honor (?). Nobody knows for sure if Gene really was the first Polak, but he is the first one who would admit it.

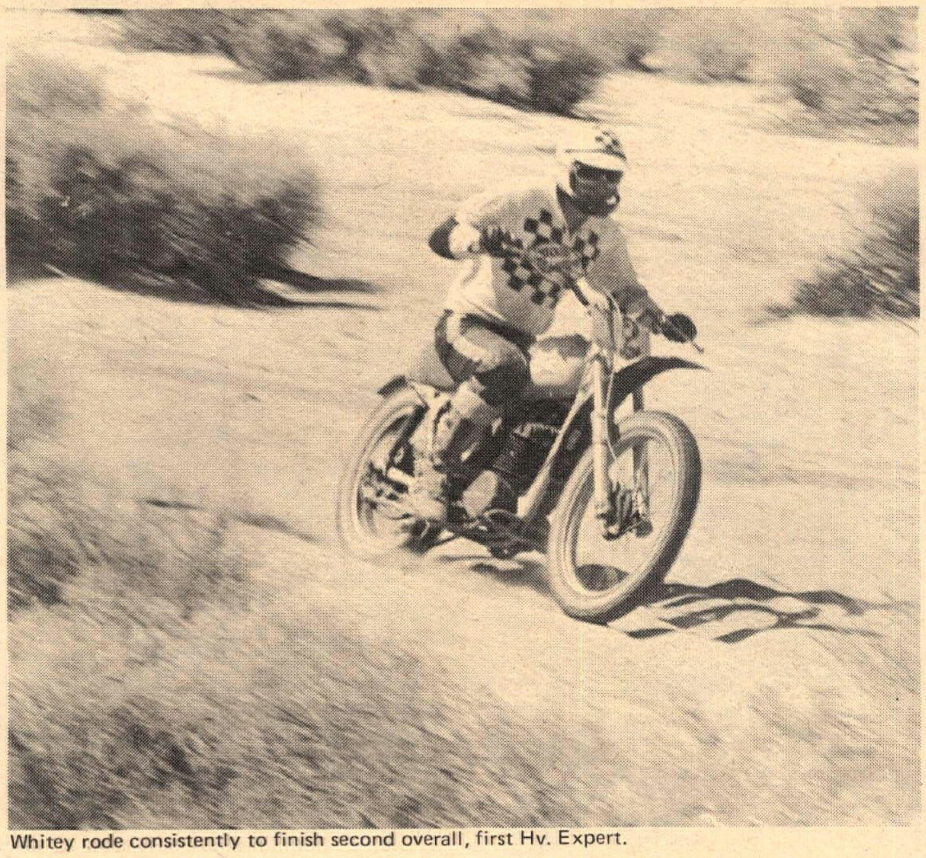
Dale Conner (Yam) was first Division II Amateur today.

First Trail Amateur Rudy Abele (Baja) held off Dean Modessett (DKW) again today. Rudy works hard keeping their finish in that order and Dean is working just as hard to change it. Maybe next week.

Bryan Brecker (Hus) led the Novices all the way, finishing about 89th overall, followed by Bob Issey (Oss) who was

Bill Friant led at the bomb but his scoot gave up on the second loop.

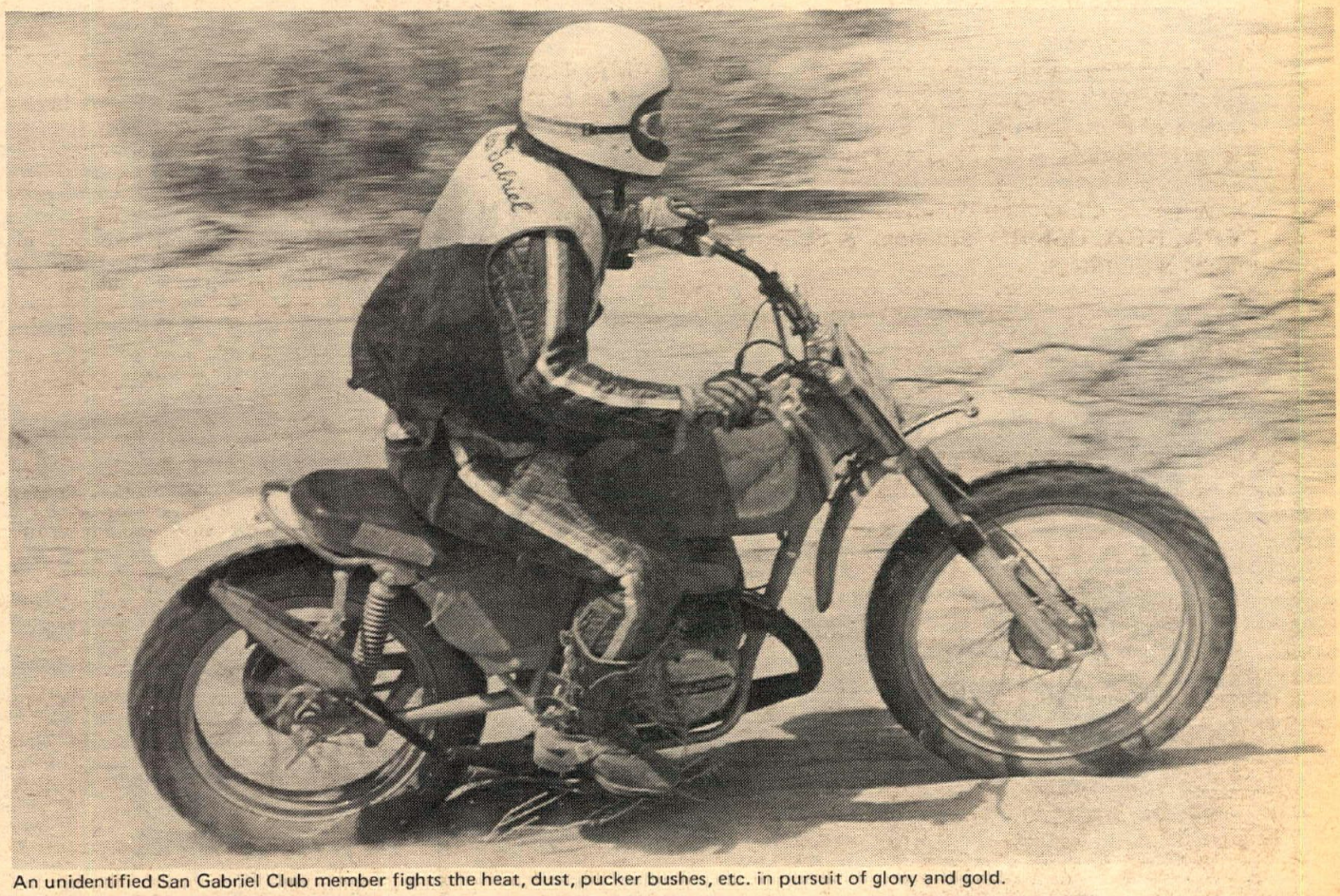
HOST HOT HARE



Whitey rode consistently to finish second overall, first Hv. Expert.

AND HOUND

Rudy Abele manages a grin after finishing first Trail Amateur for the umpty-umpth time.



An unidentified San Gabriel Club member fights the heat, dust, pucker bushes, etc. in pursuit of glory and gold.

first Division II Lightweight Novice and Dale Rhea (Yam). That makes seven transfers for Dale and we should be hearing the last of him for a while.

Jeff Fries (Hon) must have really been flying over the course as his bike gave up about a mile from the finish line and Jeff ripped off his tank card and jogged across the finish line as first 250 Novice. Seems that Jeff not only rides fast; he is also a good runner.

Don Urbanek (Yam), second 250 Novice, said he had a flat, lost his clutch and dropped his chain twice, and only his Endura Vitamins gave him the strength and staminia to finish.

Sandy Termin (Yam) showed up about here, taking first girl again.

Trail Novices had their own start again today and they really dig it. There is little dust and they have a pretty good idea of where they stand. Darren Kelsey, who says he rides a Dicky-W was first in that class. Joe Semple (Baja) was right in there again, taking second, followed by Bob Lee on a Hodaka VT (?)

The riders were enthusiastic about the course and most of the 652 starters were able to finish.

One rider who didn't finish in a big way was Roger Maahs. His Hodaka now lives at the bottom of the Monarch Mine, which is about 100 yards off the course and was ribboned off. Roger came just 10 fingers from going down with the ship. Last we saw of him he was sitting in the shade of the Rescue 3 van trying to regain his cool.

Must be National Polak week or something...Master Links gave a trophy to first Polak and their finisher pins were those cute master links you can pin on your shirt in case of emergency. They were very clever and soldered the clip on so you won't lose it. All you have to do is figure out how to get it apart when you need it.

(Results on page 40)

The course promoted some fierce dicing. This was about four miles past the bomb.

Hand Washable • Stay Soft
Yellowstone Buckskin GLOVES
* Riding * Racing * Street GLOVES
Othman Distributing Co.
18227 Ludlow St.
Northridge, Ca. 91324
Dealer Inquiries Invited
(213) 363-6230

BONANZA
Dealerships Available
contact Bonanza Southwest
7252 (D) Eton St. P.O. Box 323
Canoga Park, Ca. 91303
24 hour phone
(213) 347-5880, (213) 884-8802

John Maynard Insurance says
"Hey Mr. Dealer"
We carry all types of insurance coverage – garage liability – fire – theft & dealer bonds
Save Up To 25%
JOHN W. MAYNARD INS.
3447 Motor Ave., L.A., Ca.
(213) 836-5211

DARKHORSE KOLOR
Custom Painting
Race Cars
Bikes
Lettering
Myron Burke
(213) 443-3268

MOLLY BLUE gives you more
HRL
than you expected to get
.....from a chain lube

John's Racing Cycles
BULTACO
Specializing in port work
SALES — new & used
SERVICE — competition our specialty
PARTS—complete Bultaco line
ACCESSORIES — for Yamaha and Honda
Bardahl VBA — $12.00 per case
Expert service on all makes of motorcycles
10% RACERS DISCOUNT
2255 HARBOR BLVD.,
COSTA MESA, CA. (714) 646-4655

Husqvarna Penton
Klockers Sales & Service
6624 Atlantic, Bell, Ca.
(213)581-3983

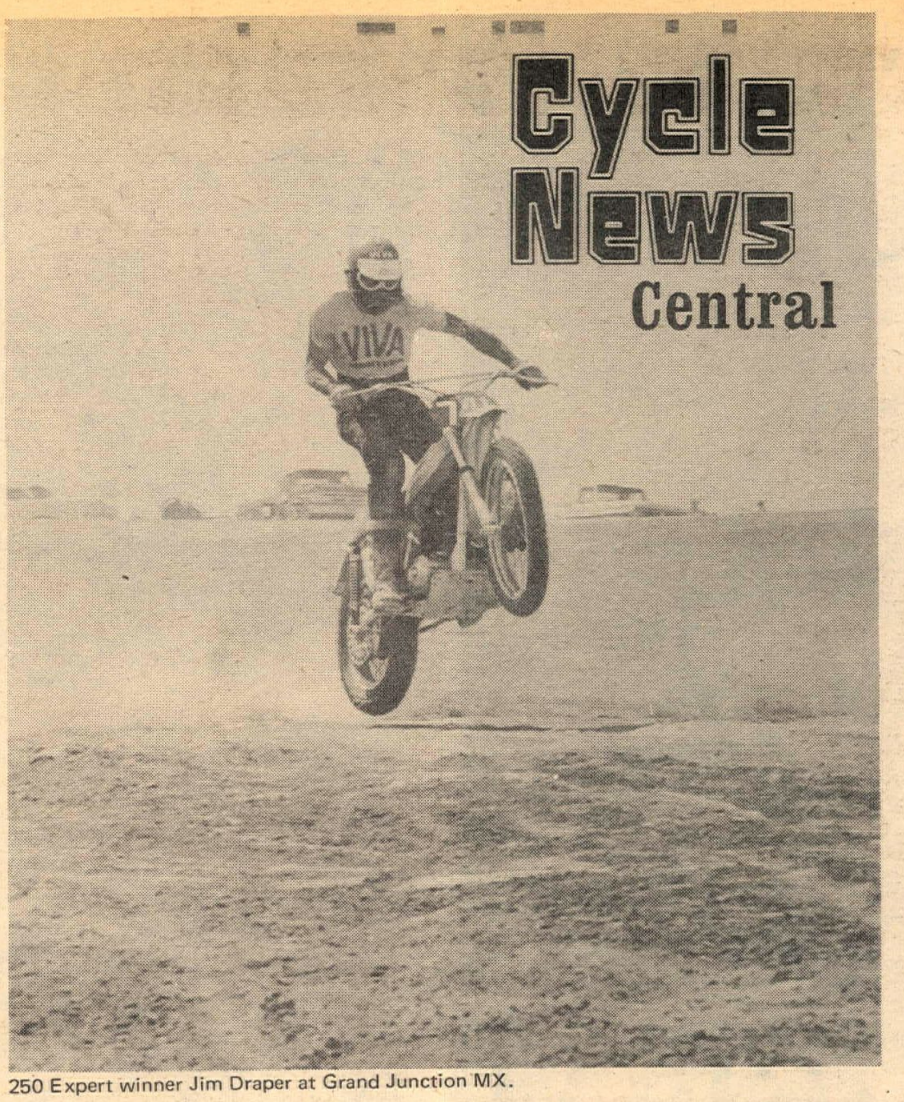
PENTON HARLEY CHOPPERS WILDCATS
D & R CYCLE, Inc.
DON & VIVIAN
7181 WESTMINSTER AVENUE
WESTMINSTER, CALIFORNIA
(714) 894-2623

ACE SIGNS
M/C PRODUCTS
motorcycle
CUSTOM PAINTING
helmets, tanks, fairings, etc.
by Charlie Soderstrom
44 E. Market St.,
Long Beach, Ca. 90805
(213) 422-1908

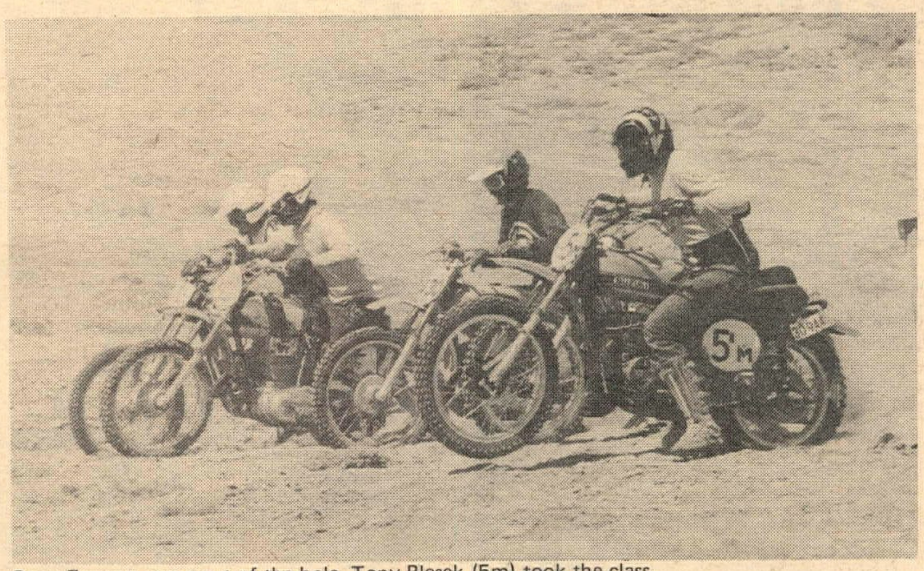
HELMET HOUSE LTD
12010 W. PICO BLVD.,
LOS ANGELES, CALIF. 90064
4 DOORS EAST OF BUNDY
PHONE TODAY (213) 479-4383

Hodaka
Montesa
Greeves
Steens
Puch
Maico
Motorcycles
Westminster Sport Cycle
Guy R. Louis
(714) 893-7057
7219 Westminster Ave., Westminster, Ca.

Cycle News Central



250 Expert winner Jim Draper at Grand Junction MX.



Open Experts come out of the hole. Tony Plesek (5m) took the class.

REAL FOR SURE MX --No Imitation Stuff

By Max 'Phil' Dawson

GRAND JUNCTION, COLO., May 7, 1972 – It looked like a Figure '8' Race in the Bookcliff hills today as several local and out-of-town boys took on a 'real-for-sure' motocross course, dampened a tad by rain.

The 250 Expert and Open Expert classes came up with some exciting heat races. Suzuki-mounted Tony Plesek had a determined Kenny Lee (Hus) and Peter Harvey (BSA) on his tail all three heats, in the Open Expert class. Getting an early lead on the hard-charging 250 Experts all three motos paid off for Scramblers club prexy, Jim Draper (Mon), as he monopolized first place all afternoon.

California transplant, Cliff Euler, on his rapid Montesa, raced his last time in the 250 Amateur slot today. He moves up to the Experts, due to his first place in today's action. Peter Helfter held it all together again today, and nailed down second spot.

Like a hungry pack of greyhounds after a harried hare, the 250 Expert troops pursued Jim Draper (Mon) over hill and dale all afternoon, never quite catching their prey. Fighting it out on every curve and straight, Paul Rice (Yam) and Roy Velasquez (CZ) flew through the finish second and third.

Cycle mechanic Tony Plesek never looked better, as he out jumped, outslid, and just plain outran 'em all to wrap up first overall spot in today's Open Expert races on his slick and swift 400 Suzuki.

Kenny Lee, climbing higher every race, herded his 400 Husky into a hard-won second spot. Moab, Utah's Rio Algom entry, Peter Harvey, bossed his big and brawny 500 Beezer around the bumpy berms, taking third place money back home to the colorful canyonland country.

A great day in the desert! Scramblers club member Gary Phillips laid out a real-for-sure motocross circuit this weekend. It had an average of three curves for every straightaway, and plenty of gullies, dips and whoop-de-doos, to keep everyone up on their pegs and 'on their toes'!

MUD AND CASTROL

By Carol Witt

WICHITA, KANS., May 7, 1972 – Ninety-eight riders signed up for the Castrol 600, sponsored by the local Castrol dealer, Art Distributing, despite the heavy rain we received Saturday. We've heard several detrimental remarks about the Kansas dust, but I for one would have welcomed a little dust today. Water was standing in holes on the track, and certain areas of mud on the track was of the consistency of wet cement, making this more of an endurance race than a speed race.

In the 125 Novice class, Jim Beebe, who rides a Yamaha, came back for the second time to our track (also his second time to race) and took first for the day. Edward Klein, on a Penton took second, and third went to Thad Davis riding a Yamaha.

The 125 Expert class had 15 riders, all out for the money. John Thurston, riding a Suzuki took first in all three motos, but had a close call on the second moto. Mistaking the last lap flag for the checkered flag (mud was flying everywhere), he pulled off the track and into the parking lot before a spectator finally got his attention and told him he had one more lap to go. Back onto the track he raced, and around one more time and *then* got his checkered flag for first place. Not only will this be a day Thurston will remember "flag-wise", but he also got hit by a low-flying duck. Yes, a low-flying duck. It really happened. Despite all the handicaps, he still made it in a good quarter-lap ahead of Mark Herrington, second place man. Herrington rides two classes, 125 plus the 250 on a CZ. His comment was "We don't have mud like this in Texas." Third place went to David Dixon, on a Yamaha.

In the 250 Expert class, 17 riders started out the rubber band. Mark Herrington got off first, Gary Witt, second, and Bill Blair, third. By the third lap Witt's cycle had become thoroughly water-logged and he had dropped back to fourth. Rob Knoettgen, on a CZ, had taken the lead with Herrington second and Blair third. The riders held these positions throughout the race. In the third moto, Witt and Knoettgen fought furiously back and forth, until the final mud hole as Witt slid sideways and Knoettgen centerpunched him. Knoettgen was up and off, and got back in first within two laps. The mishap cost Witt a broken throttle, but he did manage to push his bike across the finish line for last place points for that moto. Blair came in second and Burnett took third, giving Knoettgen overall first for the day.

Open Sr. class was once again won by Mike Krebs on his 400 CZ, second was won by Gary Witt riding a Yamaha 250, third to Shan Moore on a Maico.

(Results on page 38)

THE Most Fun

By Terry Newfarmer
Photos by Judy Newfarmer

JERICHO, UTAH, May 7, 1972 – The most fun motorcycling there is – winding on a trail through juniper trees in Utah – was offered in abundance in the form of an 80-mile hare scrambles, staged by the Firebird M.C.

For the most part, the running order of the 285 competitors was decided by a five-mile stretch of sand that had to be crossed in each of the three laps. The sandy trial did not follow the relatively easy route up on the dune, but rather it wound around beneath them, making it difficult to get speed up. Also, the rain of the day before did nothing to firm the sand, except to make the ruts more permanent.

The only bikes in the top ten overall that weren't Open class were Dave Spencer's new 250 Honda (5th) and the 125 Penton ridden by Peter Crandall (9th).

That's right, a Honda. Dave's was pretty much stock, except for tires, tailpipe, and a snowmobile carburetor.

The big trophy went to Craig Williams of Ogden, who is adding to his image of a top-notch hill climber and flat-tracker, by becoming a power on the desert. Williams holds the number three plate in the state.

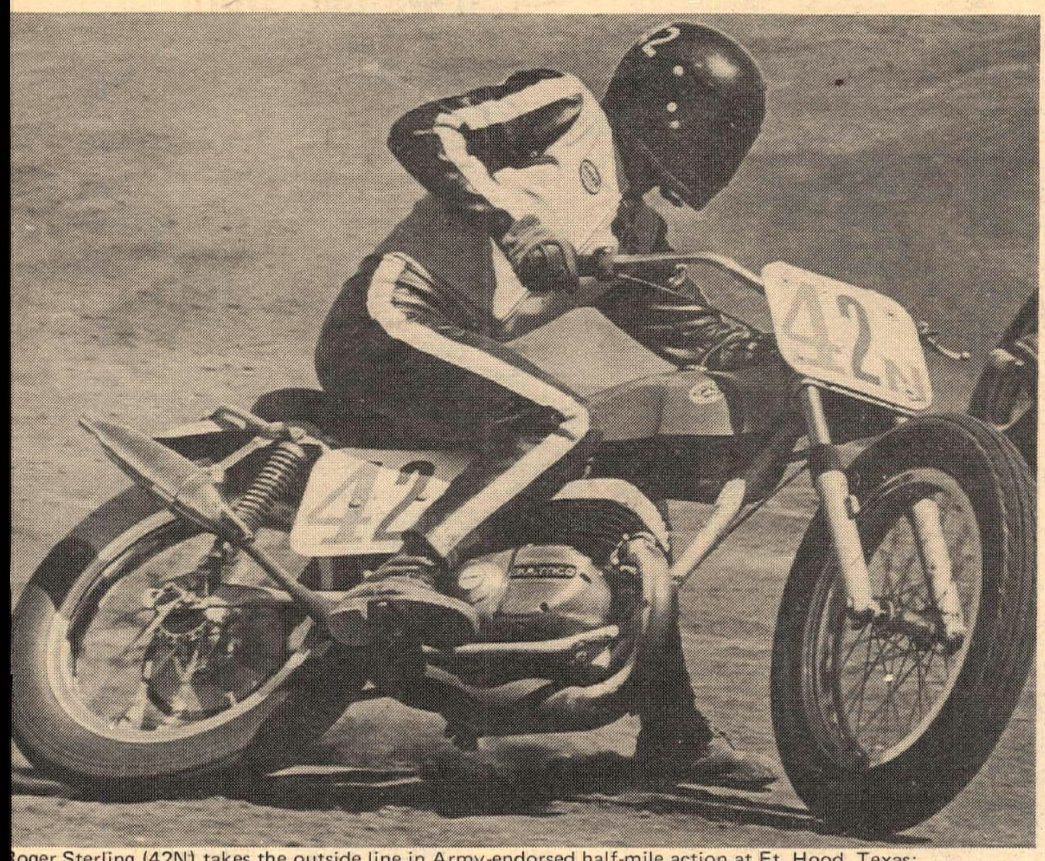
Close behind was Dick Young, making it a one-two victory for Suzuki 400s.

The course was typical Firebirds: fast, fun, and not dangerous. Nevertheless, there were too many injuries, with some seven broken bones. There is talk of forming a Rescue Three type operation here. A little less riding over the head would also help.

(Results on page 40)

Start of the Firebirds 80 mile H & H, fast, fun, not too dangerous.

Modern Army Joins Flat-Trackers



Roger Sterling (42N) takes the outside line in Army-endorsed half-mile action at Ft. Hood, Texas;

By Benny Braun
Photos by John Stillman

FT. HOOD, TEX., May 17, 1972 – I've seen well-equipped race tracks before, but this weekend marked a first: when was the last time you saw a track that had an Army helicopter at its disposal? And an AMA member that flew it?

The Fort Hood Dirt Riders Club held their second race on their new half-mile, ten degree-banked course last Sunday, the 14th. Because of rain the night prior to the event, the track was a swamp on race day morning, but club member Joe Buenneke commandeered club member Jim Deaton (who flies helicopter gunships Monday through Friday) and told him the situation.

Pilots are resourceful people: Jim went over to the airfield and fired up his bird, flew it to the track and piloted it around the course at an altitude of three to five feet half a dozen times. Result: the only operational motorcycle race track in the state of Texas on Sunday, May 14th. All the other circuits were drowning.

The finals got cranked up and a terrific battle raged for the lead in the under 100 class. Young Bill Williamson and Ric Avery swapped the pole numerous times, until Bill went off into the haybales. A reassuring wave to the crowd set them at ease, and Avery sped on to win.

The fiercely contested 101-125 class was next off the line, and after eight laps Teddy Poovey's Bultaco crossed the finish line to victory.

Winner in the 126-200 category went to Bultaco rider Doug Gaddis, beating out the Bulls of Randy Wells and Bob Madden.

The biggie was next, the 201-250, and announcer Jack Rhodes introduced all the riders to the crowd. All the riders were eager for the start, and it took a few minutes for starter Joe Buenneke to let the competitors know they wouldn't get away with jumping the flag. When the flag did fall, fifteen riders dumped the clutch, leaving a pall of blue smoke hanging over Buenneke. He coughed a lot.

The crowd felt certain to witness a pile-up at turn 1, but the riders all made it through elbows against elbows. Terry Poovey (brother of the 125 winner) and Jim Rawls diced back and forth for the lead, but eventually Poovey won.

It's easy to understand why Russ March, Mike Vancil and the AMA selected Fort Hood as the site of the 1973 International Six Days Trial, what with the enthusiasm and organization of the Ft. Hood Dirt Riders Club.

Old Gray Fox in 500 GP

COLLEGE STATION, TEX., April 22, 1972 – The Texas A & M Motorcycle Club, in conjunction with Civilian Student Weekend at Texas A & M University, held a road race over a 1.5 mile course through the campus streets that was sanctioned by the American Motorcycle Association.

The 250 and 500 stock production bikes were combined in a fifteen lap race. Larry McPhail of Richardson, Texas took first in the 250 class. First place in the 500 class went to Gene Hornot of Shreveport, Louisiana, on a Mach III Kawasaki. Michael Bufkin of Austin placed second on a Suzuki 500 and third went to Eric Stough on his repaired Honda 450.

Brothers Dave and William Taggart of Wichita, Kansas took the first two places in the 200 Grand Prix class. Dave, on a 175 Honda, placed first, and William, on a 100 Honda, took second. Bill Maness of Houston took third on a 100 Kawasaki.

The 500 Grand Prix class was hotly contested, but the G.P. bikes didn't fare too well on the tight course. The Old Gray Fox of College Station captured first on his showroom stock Yam 350. Eric Stough placed second and Mike Bufkin took third. Dave Taggart placed fourth on the only modified bike to finish.

Pro MX to Kansas

By Lyle Fergus

BALDWIN MOTO-X PARK, LAWRENCE, KAN., May 14, 1972 – The Wheelsports MC finally brought professional motocross racing to the Lawrence area. The program of professional and sportsman motocross attracted over 2500 spectators. Only 15 professional riders came to battle for the $2,000 purse, bad weather seemed to keep some of the riders away. The professional motos were 30 minutes and the riders got about 16 laps. The sportsman heats were 15 minutes and about eight laps. In the first pro moto it was Doug Sanger all the way from start to finish. In the second moto it was Gary Witt blasting into the lead and keeping it until crashing on the 12th lap and then Doug took over for the win again. The third moto belonged to Gary Witt from start to finish. Second place bounced around between Mike Krebs and Rob Knoettgen with Rob getting the last bounce.

In the Sportsman division the most exciting moto was the 250cc. Jimmy Barrett is always the first into the first corner, and also led the first five laps of the first moto, until R.D. VanBenschoten took over for the last three. R.D. VanBenschoten came out first overall by hanging around up front, Elliot Wicker second and Keith Cobb third overall. Tom Doherty dominated the 125 Sportsman by winning all three motos and very seldom out of the lead. Second overall Kirk Howell had two seconds and one sixth, he was the only other rider to get in to lead in the 125 Sportsman.

Open Sportsman top rider of the day turned out to be Jerry Cobb by winning the first two motos and placing second in the third one, after falling on his nose coming into the gigantic-jump sweeper. Tim Wolfe taking over after Jerry's fall also took second overall.

If you have not been down to Baldwin Moto-Cross Park lately, come on down the fourth Sunday of every month (escept Dec.) to the most beautiful track in the midwest and the most exciting motocross action.

(Results on page 40)

Phil Eats Dirt

By Mike Murphy

PHOENIX, ARIZ., May 7, 1972 – At last we got the track manager to try eating his own dirt by "volunteering" him to enter in the buddy race. Judging by his performance it's his last race. Good try, Phil!

Randy Carney (Yam) didn't do his Terrain Inspection ("endo" is out) on the back straight and proceeded to dominate the entire 250 Novice class. Carney led 13 of the 15 laps. The other two laps were the start of the second moto when Carney's position off the line was somewhat less than desirable. At the end of the third lap Carney had passed front runners Don Stephenson (Suz) and Neal Chamberlain (Suz). His only serious threat of the day seemed to come from Don Bulitta (CZ) who led off the line and most of the first of the motos before falling back due to an overused bod.

Bob Peloso (H-D), the wheelie champ in the 100 Novice class, rode his Baja to overall victory with a perfect score of three aces. Jim Strickland (Yam), who took second, was seen muttering "wait 'til next time...wait 'til next time." First time in the Novice class was Honda herder Vince Renner. Renner walked away with a hard earned third. This is his third race; the first two were in the 100 Beginners class where Renner led the field. "Man, you really have to work in this class," he said.

The first moto of the Open Novice class left no questions asked. Bill Meyer (AJS) was back into racing in no small way. But victory was not to be. The A-jay lost spark before the second moto and Meyer DNF'ed moto three. Dave Dietzel finished with a 3-3-1 and first overall.

When Tom Rapp was here last month Bob Wharton was the only rider to get anywhere near him. Wharton must have learned something from the super-swift Mr. Rapp as he not only took the 250 Pro top honors, but he proceeded to set a new track record.

Heavy Hanna

By Janet West

CHAPPELL HILL, TEX., May 21, 1972 – Racing was very heavy today, as Fred Hanna (Pen) and Keith Duffy (CZ) played games in the 125 Experts. In the first heat, Fred made a bobble down the starting straight, hit some whoop-de-doos, and all but came completely off his Penton. Making a quick recovery, however, Hanna was back on, losing only one place. Hanna came around in first on lap three and held it easily for the remainder of the heat. Come heat two, again it was Duffy off the line, and Hanna beating a hot trail right behind. It was almost a repeat performance, by the third lap Hanna was out front and hauling. Duffy was running second.

All seemed well enough, until at the presentations it was announced that Fred had lost his muffler during the second heat and was therefore disqualified completely, losing all. That's all fine, except for one thing. Why should Hanna be penalized for losing a muffler, when there were several riders out who *began* the race without a muffler? It all seems quite unfair.

No one would have been upset about the disqualification if it had been fair. Someone better get it together or get out.

Although teammate Hanna got the shaft in the 125 Experts, Steve Hackney fairly cleaned house for the H & H team in the 250 Experts. Even Robi Holbert couldn't ride with Hackney. That new Maico just flew around the tough Chappell Hill course, eating everyone's groceries. Holbert (CZ) was his usual self, riding like a bat out of Hades, but he couldn't catch Hackney.

Open Expert was won by Bob Graham. Some excitement was missing, since during practice Bob's number one contender, Brian Fox, went down, breaking an arm and acquiring various cuts and scratches.

R & B CYCLE REPAIR
All makes — All Sizes
Complete Customizing
WE DO IT ALL
926 E. 4th St., Santa Ana
(714) 836-0793

Yamaha & Triumph of Fontana
Sales Parts Service
Maico, DKW, CZ, Hodaka, BMW
9008 Sierra Ave.
Fontana, Calif.
(714) 822-2252

Most Powerful
MAICO
Best Handling
West of Mississippi
COOPER MOTORS
110 E. Santa Anita Ave.
Burbank, Ca. 91502

SILENCERS
EXPANSION CHAMBERS
HONDA PIPE
Bassani Manufacturing
(714) 630-1821
1117 Fountain Way, Anaheim, Cal. 92806

SMUGGLER
A complete travel trailer designed to carry 5 bikes.
JOURNEYMAN TRAILERS
12400 Benedict Ave., Downey, CA 90242

Ed Shaver's
WEST CYCLES
Newhall
Husqvarna
SALES * SERVICE
* PARTS *
SET-UP AVAILABLE
(805) 255-1335

20% COMMISSION
Sales representation wanted. Japanese manufacturers' factory direct warehouse backs you up with the most complete range of M/C bolts and nuts in U.S. This is a big extra profit opportunity for salesmen now calling on dealers. The Bolt King, 6057½ San Vicente, Los Angeles, Ca. 90036. (213) 934-1517.

in VAN NUYS
CYCLE CARE PRODUCTS
Open 7 days Mon/Thurs. 9-9
Fri. till 6, Sat. 7-5, Sun 7-2
14813 Oxnard St. 91401
FRELAN, INC.
(213) 997-7301

FOR
HODAKA-BILITY
see your local HODAKA dealer
Distributed by Tiger Distributing
653 W. Broadway, Glendale, Ca. 91204

Cycle News
DISPLAY ADVERTISING
DEADLINE
WEDNESDAY AT 5pm
JUNE 14
For Issue No. 24
On Sale June 21
(213) 427-7433

WHAT PRICE SAFETY?

It's Cheap When You Buy
The Best From Jim Davis Motosport

Elbow pads	9.80	Shin guards	15.95
Chest protectors	9.75	Mouth guards	4.50
Shoulder pads	14.30	Knee pads	6.00

And lots more available . . . . . .

Check with your local dealer, or send 25c for illustrated catalog to:
JIM DAVIS, Box 1002, Burbank, California 91505

INJUNOL CASTOR BLEND OILS

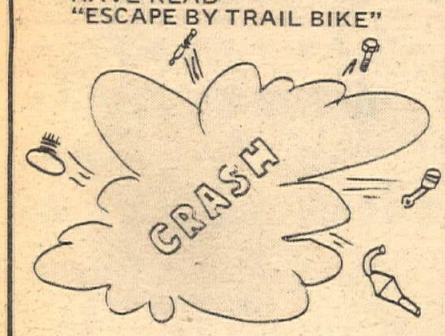
2-cycles street or track
sample 3-pak only $4.45
Injunol Bedford, Ind. 47421

poppy
1750½ S. VICTORY GLENDALE, CAL.
PHONE 213 246-3895

mettco
MAICO
PENTON
think....mettco
1528 s. santa fe ave.
compton, ca. 90221
(213) 636-6144

Simichrome
Shines Suddenly
Simichrome is a honey
Cleans quick as a bunny
COMPETITION CHEMICALS
Tube $1
Can $3.45
713 Estes Street
Iowa Falls, Iowa 50126

OOPS!! SHOULD HAVE READ "ESCAPE BY TRAIL BIKE"



Words, pictures and diagrams worth their weight in gold. Bill Brokaw and Wiltz Wagner combine their talents to provide an introductory into the off-road world. Should be mandatory reading for all beginner cyclists and recommend reading for even expert riders. Limited edition $3.00. Cycle News Products, P.O. Box 498 Dept. CNP, Long Beach, Ca. 90801.

C.M.R.E.
BROCKMAN "100"
Memorial
100 Lap T.T.
SUNDAY - JUNE 4
SOUTH BAY SPEEDWAY
Otay Mesa, S.D.
32 riders start
1st Qual. hts. 6 p.m.
Sign-Up 3:00 – 5:00
250cc ONLY
$250 to WIN
Guaranteed by:
IMPERIAL BEACH YAMAHA

+ 40% of Gross Gate
$5.00 entry
$2.00 one day license
for non-C.M.R.E. Members

KLOHR TOP RAT

By Al Fols

ADELANTO, CAL., May 21, 1972 – Racing Action Team held their second RAT RACE Hare Scrambles about seventeen miles north of Adelanto. Everyone thought summer was on its way but the desert weather said otherwise. It was cold Saturday night and beautifully cool Sunday for the racers.

The day must have suited Dave Klohr best as he was first overall on a 400 Husky. I believe it was his first overall win and he sure seemed pleased about it. Bill Wadlow was second overall on a 380 CZ with Jerry Black not far behind. Jerry got a taste of having his 400 Husky in the lead today but said he lost it on a hill. When he loaded it up, he watched the leaders go past.

Guy Weatherwax, that famous Desert Duck, did his thing again today at fourth overall and first 250 Novice. Guy hung right in there, passing Joe Plujancewicz right before the finish, putting Joe in the second 250 Novice slot.

The Beginners started in with the Novices (10 a.m. sharp) and the first one in was C. Ahuero at 16th overall on a 360 Yam. Second 500 Beg. was Gary White not far behind on a 400 Suz. First 250 Beginner was Steve Andersen on a Yamaha with Addis J. Anderson second on a Suzuki.

The course must have been good for the big sleds as first 100 Beg. was Scott Wells on a Yam at 34th overall. First 100 Novice, Tim Bowman, was behind Scott on his Hodaka. Samuel Lyman, first 175 Beg. beat first 175 Novice Dennis Kinda. Same thing happened in the 125 class with Beginner Mark Barrett (Suz) chased by Novice Ed T. Moore on an American Eagle. Kind of makes you wonder about some of the beginners, doesn't it?

First 350 Novice was Skeet Deam on a Bultaco. B.D. Boyer rode his SL 70 to first 70 Beg. and on another Honda was second place Jerry Kerr.

Nicholas Kinda, age 57, keeping the trophies in the family, was the oldest finisher of two loops. Doug Hicks, age 11, was the youngest of the two loops.

First girl was Judy Slatinski, doing a real fine job, as she rode both loops.

The hero of the day was Richard Garner, Jr., age 7, on a Yamaha 50. He rode that first loop like a tiger, having some trouble but never giving up.

All the riders seemed to think the course had a little of everything. Of course, the winners loved it.

R.A.T. officials said their next race is June 11 with the same pit area, new course and new finisher pins. The start will be 9 a.m., and you better be there early. Both their races so far have started right on time, if you're late, you might not get a ride.

(Results on page 40)

AMA-MIC SUPPORT MINI-BIKE STUDY

A summer-long investigation of the needs, characteristics and motivations of mini-bike users is scheduled to begin soon as the result of approval of grants of $1,000 each by the American Motorcycle Association and the Motorcycle Industry Council.

The study, under the direction of Richard L. Bury, Associate professor at Texas A&M University's college of agriculture, will be conducted at the Tennessee Valley Authority's Land Between the Lakes, a heavily wooded 170,000-acre recreational complex located in western Kentucky and Tennessee.

Coming on the heels of President Nixon's Executive Order 11644 concerning the use of off-road vehicles on public lands, the study and the TVA's willingness to work with motorcycling interests is an extremely hopeful sign that a resolution fair to all land users will be reached regarding the Executive Order.

Additionally, it may be reasonably expected that the results of the study will demonstrate to all agencies and departments concerned with public land administration that motorized recreation is not incompatible with other forms of leisuretime activity.

BAD ROCK TWO DAYS TRIAL

Among the entrants signed up for the already legendary Bad Rock Two Days Trial are such immortal names in Enduro riding as Dennis Bershaw, Ed Chesnut and the incomparable Jim Gentry. Applications have arrived from such far flung places as Orofino, Idaho; Plano, Texas; Birmingham, Alabama and Lorain, Ohio (wherever that is).

Heavy snows have hampered layout crews in their scouting for the best possible routes, however, the snow isn't expected to be a problem at the time of the event (other than providing some unique riding in certain high sections of the course!) This ISDT qualifying round will offer fantastic riding in the mountains of Eastern Oregon – expect the works; mud, water, rock and a few snowdrifts.

Coverage by the major motorcycle publications offers manufacturers and individuals a good deal of excellent publicity. Contact PNTA, Inc., Box 131A, Weston, Oregon 97886. Entries close June 1 and the event will be held June 10 and 11.

(Cont'd. from page 21)

then again in the second corner which caused Mike to go down. Realizing that he had caused Konle to fall, Jim stopped and requested a re-start (As big as Konle is, Rosey Grier probably would do the same). In the restart, Mike took and held the lead for the two laps, for the win, but it was also a win for Jim in sportsmanship.

Due to a ruling this year by the Costa Mesa track manager whereby reporters are no longer admitted to the infield (They say it is an attempt to clean up the infield. I'm still trying to figure out if this should hurt my feelings or not.) I have decided to give up covering Speedway races after five years.

I do not feel that I can give the detailed coverage of events from the stands that the readers deserve and I feel no reporting is better than bad reporting and thus relinquish the job to someone with better eyes than I.

I wish to thank everyone who has been of help to me, most of all I wish to thank the Speedway riders. Without their top quality racing, I would have had nothing to write about.

(Results on page 40)

Easy Enduro II

Finishes 89%

By Joe Striss

FOUR CORNERS, CAL., May 7, 1972 – Easy Enduro II, 336 riders started, and 299 finished. This event though was considerably more challenging than Easy Enduro I held last month. The course was two 30 mile loops, and had a wide variety of riding – sandwashes, ridge running, rocks, powder and dust. All the elements of a good desert run. The speeds were 15, 20 and 24 mph so most of the riders turned in pretty high scores.

First overall was a tie between Walt Harper on a 250 and Howard Classon on a 175. They both scored 999 points. Second overall was Gene Overen on a 250 with 995 points. First Powder Puff was Diana Lamarr on a 125 with a score of 993. The oldest finisher was Paul Pace 60 years old and he scored 973. All these riders were "B" Novice or "C" Beginner class riders.

A special three foot trophy goes to Dale and Mark Hanson as the first overall Father-Son team, they scored 1,967 combined points out of a possible 2,000.

Chris Fernau, a 12 year old, was off the course and lost from 9:30 am until 3:45 pm. He had pushed his bike off the course up a hill and down the other side trying to start it. That didn't work so he went up and down another hill. Then he leisurely fell asleep. The sweeper crews out on the course for the second time just missed him at 2:00, by the time he woke up they were gone – but some of his friends found him about 3:30, got his bike started and brought him back to the pits. Whew! The Sheriff's Department had been called at 3:25 and then called again at 3:50 to cancel their assistance. Glad it ended well and hope that Chris profits by his lesson. Never leave the course.

URA is a new organization whose main goal is to stage easy short (under 100 mile) enduros for the beginning, and fun type riders.

(Results on page 40)

the latest poop

by Papa Wealey

(Cont'd. from page 9)

The Council on Environmental Equality had a special meeting just to discuss motorcycles. If you wrote, get your friends to write. Just a few sentences saying that you wish to see motorcycles considered in plans for land usage will be sufficient. Write The Man now.

* * *

A pat on the back to the people and City Council of Torrance, California. A Council hearing was held to decide the fate of a bike park in that city. Most of the council members apparently had fairly negative feelings about the park when the meeting opened. However, their open minds and the will of the bike riders of Torrance to do something to preserve the park had some very gratifying results. Nice going. Are you listening, Anaheim?

* * *

THE GREAT CANADIAN MOTORCYCLE: Jeff Smith, ex-world motocross champion, is testing 125cc and 175cc machines manufactured by Bombardier. Bombardier is the Canadian company that makes Ski-doo Snowmobiles.

* * *

There is some question about whether we will ever see a racing version of the MV 750 street machines contesting AMA Formula 750 races. The problem is the AMA's very good claiming rule. For $3500 anyone entering a National road race can purchase the machine of someone beating him. This rule gives the privateer an even chance. It also gives the MV factory a headache. The street version of their machine sells for about $3500, you see. Other factories have, inevitably, found a way around the rule. They have the field seeded with riders holding checks for $3500. If someone claims a bike, the check-holders also file claims. All the claimants' names are put in a hat and the winner's name is drawn. Six factory claimers and one privateer puts the odds in the factory's favor. The sharp privateer will claim in the last few minutes of the specified period for claiming, we suppose. Anyway, MV is leery of the whole clamdig. Still, there is a great deal of prestige in American races so we may see them yet. They can always forfeit if they are claimed and take the pestige if not the prize.

IMPORTANT CHANGES IN '72 AMDRA RULES

After careful consideration of some of the problems encountered with the new classification system, the following changes have been made in the 1972 AMDRA rules:

General Rule No. 14 has been changed to read as follows: "Metal strut bars in place of rear shock absorbers will be permitted in all classes except Stock Classes."

General Rule No. 20 changed to read: Only one machine per rider in any class or bracket during eliminations. It is the sole responsibility of the rider to make the rounds, and no class or bracket will be held up to wait for a rider competing in more than one class. No substitute riders unless OK'd by events Dir. before the end of time trials.

STOCKS & SUPER STOCKS:

The "C" class in both Stock and Super Stock will be further broken down in the horsepower to weight ratio. A new class will be created by this break. The classes will now read: CC/S 6.50-6.99 CC/SS 6.50-6.99 – C/S 7.00-7.49 C/SS 7.00-7.49.

Super Stock Rule No. 11 changed to read: Straight pipes, tuned exhaust, megaphones allowed. Expansion chambers permitted if suitably muffled. Ex. Hooker, Wirges, Acces. Muffler-Cans.

Stock Classes Rule No. 13 is changed to read: "All external and internal engine parts must remain factory stock with the exceptions listed in rule book. In addition, the maximum allowable overbore in the Stock category is to be "first oversize or maximum .020." This is to allow for normal wear and minor cylinder damage due to engine failure."

CMC MOTOCROSS, Ascot, Gardena, Ca. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

THURSDAY, JUNE 1

MOTOCROSS, Corona Rcwy, Corona, Ca. Sign 4:30, prac 5:30, race 7. Take Riverside fwy to Pierce or Magnola. R on Magnolia to Buchanan. 714/735-1705.

CLASS A SPEEDWAY, Irwindale Spdwy, Irwindale, Ca. Foothill fwy., (I-210), Irwindale Ave Exit. $2.50 adlts., $1.50 Jrs., Kids 50¢. Race 8 pm. Every Thurs.

FRIDAY JUNE 2

SCRAMBLES, Vallejo Spdwy, Vallejo, Ca. Sign 5, prac 5:30. $3 ride, $2 watch, $1 under 14 yrs, under 8 free. DB meter on grounds (ssshh!) 707/644-0741.

PRO TT, Sidewinder's Track E. of 82nd Dr. on Lawnfield Rd, near Clackamas, Ore. $1200 purse. 8 pm. 13706 S. Carus Rd., Oregon City, Ore. 97045. 503/659-1022.

CMC MOTOCROSS, Lions, Wimington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

PRO HALF MILE. Ascot Park, Gardena, Ca. Sign 6, qual 7, race 8 pm.

TT, Corona Raceway. Sign 5, race 7. Sportsmen. Riverside fwy to Pierce or Magnola off-ramp. Rt on Magnolia to Buchanan. 714/735-1705. Every Fri.

SHORT TRACK, Merced Frgrnds, Merced, Ca. $2.50 ride or watch. Sign 5, prac 6:30, race 8pm. No women in pits. Male chauvinism! 408/296-7368.

USMRC MX, El Toro (Ca) Spdwy. Sign 5-7pm. $5 post. Cash to Experts. Box 1027, Pomona, Ca. 91769. 714/985-3149.

SPEEDWAY Orange County Fairgrnds, 8:15 pm. Class A.

SCRAMBLES, Fremont Rcwy, Ca. All classes, Sign 3:30, race 6:30pm. $2.50 r/w.

THURS., — SAT., JUNE 1,2,3

CROSS COUNTRY RELAY, CMC Utah. $2000 purse. Entries close 5/24. Amateurs $20 per team, Pros $60/team. Post Am $45, pros $100. Ibopah, Utah. Lic. $10. Box 15055, Salt Lake City, Utah 84115. 801/262-2489.

SATURDAY-FRIDAY, JUNE 3-9

TT ROAD RACE, Isle of Man, England, all classes including production, 500 & 750 sidecar, and Formula 750. 1st race 5 pm June 3, phone 01-235-7636, London.

SATURDAY, JUNE 3

PRO INDOOR SHORT TRACK. San Diego Int'l Sports Arena, San Diego, Ca. $3000 guaranteed purse, Challengers Cup series. Race 8 pm.

PRO INDOOR SHORT TRACK, Lubbock Municipal Coliseum, Lubbock, Tex., $1200 purse. Qual. 5, race 8. 806/374-1142.

SCRAMBLES, Yuba-Sutter MC. Triple M Spdwy, Marysville, sign 4:30, prac 5:30, race 7pm. $2.50 ride or watch. 916/673-7767.

MOTOCROSS, CRC. Running Springs Pk. All classes, Beg., PP, 3-wheel, -16, +35. $2 gate, $3 race. Sign 7, race 9:30. 714/688-1291, 213/830-7519. Every Sat.

SPORTSMAN SHORT TRACK Cycleland Spdwy, 14 mi S. of Chico, Ca. on 99E & Gage Shippee Rd. Sign 6pm.

MOTOCROSS, CRC. Running Springs, Ca. Under 16, over 35, Mini, PP special classes. $2 gate, $3 ride. 213/830-7519, 714/688-1291.

TT, pro. Castle Rock Fairgrnds, Box 51, Castle Rock, Wash. 98611. 274-6881.

20 LAP HALF MILE AMA NATIONAL. Louisville, Kentucky.

RALLY & FIELD MEET. Baytown, Tex. Iron Horse MC. Highland rcwy.

PRO SHORT TRACK. Fremont Rcwy, Ca. $500/30%, $3 adlt., 75¢ kids, race 8pm. 415/327-4461.

TT & HALF MILE, HRA, Sign 5:30, prac 6:30, race 7:30. $2.50 ride. $1.50 gate. 395 Cycle Pk, Hwy 395, Adelanto, Ca.

AMC MOTOCROSS, Yamaha Series. Carlsbad Rcwy, Carlsbad, Ca. $5 mail, $7 post. Box 663, El Toro, Ca. 92630. 714/830-7646.

SCRAMBLES, Sidewinder's Track, E of SE 82nd Dr. on Lawnfield Rd, near Clackamas, Ore. 7 pm. 13706 S. Carus Rd, Oregon City, Ore. 97045. 503/659-1022.

SPEEDWAY. Indio Fairgrounds, Indio, Ca. 213/286-3637. 714/399-5488.

SAT. & SUN., JUNE 3 & 4

TRASK MTN INT'L 2 DAYS TRIAL, ISDT Qual. event. 350 miles start-finish in McMinnville. $15 by May 13. No post. Box 652, McMinnville, Ore. 97128.

PONDEROSA HARE SCRAMBLES, Greyhounds. Ponderosa Inn, 15 mi E. of Lancaster on Ave. J. Nov. only in 100 class. Sign 8:30. Info 213/367-2907, 805/946-2371.

SUNDAY, JUNE 4

QUICKSILVER ENDURO, Clear Creek, CA. 38 mi E of King City off Hwy 25. $6 ea rider, $3 extra for 3 man team. 2 SASE. 750 rider limit. Start 9. 319 W. Market St., Salinas, CA 93901. 408/422-9809.

MOTOCROSS, CMC North, $12,000 Carabela Series. Sign 7, race 9:30. Carnegie Cycle Park, Livermore, Ca. ¼ E. on Telsa Rd. 415/846-3510.

MOTOCROSS, CRC. Running Springs. Beg., Nov., Spec clases -16, +35. $2 gate, $3 race. Sign 7, race 9:30. 714/688-1291, 213/830-7519.

CMC MOTOCROSS, Saddleback Park, Irvine, Ca. Jr. & Int. $5 mail, Exp. $10 mail, $15 post. Sign 6:30, prac 7:30, race 9. Box 1402, Costa Mesa, Ca. 92626.

PACIFIC SERIES MOTOCROSS, Boise, Idaho (That's the Pacific?) Owyhee MC.

TT, in old Mexico. 1pm. Autopists Lopez Mateos, 1 mile Mexicali-Tijuana hwy. All classes, PP. $3 ride.

ENDURO, Lil Sioux Run. Cherokee, Iowa. $5.

SCRAMBLES, Fremont rcwy, Ca. Campbell MC. Sign 9, prac 10, race noon. $2.50 r/w. 415/327-4461.

CMC MOTOCROSS, Saddleback Park, Irvine, Ca. Jr & Int. $5 mail, Exp. $10 mail, $15 post. Sign 6:30, prac 7:30, race 9. Box 1402, Costa Mesa, Ca. 92626.

MOTOCROSS, AME, Carlsbad Raceway, Carlsbad, Ca. $5 mail, $10 post. Prac. 8, race 9. 926 W. 7th St. Upland, Ca. 91786. 714/982-7370.

MOTOCROSS, Deschutes Cycle Pk., 6 mi No of Bend, Ore. on 97. Race 11 am.

ENGLISH TRIALS — Miramar riding area. Limed from Genessee exit from US 5. Seign 9, start 10. $3.25. 714/460-9388.

MOTOCROSS, Cal-Am Raceway, Harbor Blvd (off I-80) W of Sacramento, Ca. N to Hwy 16, left 3 mi. $5 ride, $2 watch, kids free. Sign 7:30, prac 9:30, race 11 am. 916/446-5059.

MOTOCROSS, Osteen Bike Pk. Jrs & Ints: $5 mail, $10 post. Srs: $10 mail, $15 post, $500 purse. 610 Cherry St., Brea, Ca. 92621. 714/529-3578. Sign 6:30, prac 8, race 9:30 am.

MOTOCROSS, Deadman's Pt. Apple Valley, Ca. All classes, prac & sign close 8:40. Race 9. $2 membs. $2.50 others. $2 gate. 714/247-7473. Days.

DIAMOND BACK ENDURO. 100 mi. 750 rider limit. Lassen M.C. Write for entries. Box 1017, Susanville, CA. 96130. 916/257-3588.

TT SCRAMBLES, Elsinore Rcwy. Ltwts. & Ultras. Sign 7, prac 8, race 9. Hvwts. sign. San Berdoo Valley MC. D-37 pts. 714/792-3041.

TT, Fremont Rcwy, Florence, Colo. $2 Nov, $3 Exp. 2 pm.

MOTOCROSS. Snoopy Valley. North Bend, Nebr. NMA pts.

MOTOCROSS, Spillway Pk near Santa Maria. D-35 pts. Lompoc Slo-Pokes. 10 am. $3.50 entry, $1.50 gate. Camping. 805/736-6362.

TRIALS, PNTA, Tiger Cyn., Walla Walla, Wash.

MOTOCROSS, D-37 pts. Lions rcwy, Wilmington, Ca. San Diego fwy at Alameda. D-37 entry to 5945 Troost Ave, No Hollywood, Ca. 91601. $5 mail, $7 post. Sign 6, prac 7:30, race 8:30. Sidehack welcome. PP free. Riders get free gate.

TT, 100 lap Brockman Memorial. CMRE, South Bay spdwy., SD. $250 win purse. Sign 3, race 6. 714/469-6092. Note date change.

SHORT TRACK, Fremont Rcwy, Florence, Colo. $2 Nov, $3 Exp. 100, 125, 175, 250. 2 pm.

WEDNESDAY, JUNE 7

CMC MOTOCROSS, Ascot, Gardena, Ca. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

THURSDAY, JUNE 8

TT, Corona Rcwy, Riverside fwy to Magnolia or Pierce, Rt on Magnolia to Buchanan. 714/735-1705.

FRIDAY, JUNE 9

SHORT TRACK, Vallejo Spdwy. $3 ride, $2 watch. Sign 5, race 7.

SATURDAY, JUNE 10

CYCLE NEWS SWAP-O-RAMA. C & I Bldg., Nat'l Orange Showgrounds, San Bernardino. Advance reservations for dealers and private parties. 714/637-1835. Sign 2 pm. Swap 5 to midnite. Trade your wife for a Hodaka.

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg., Reno, Nev. State championship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

SCRAMBLES, Shasta MC, Happy Valley rcwy, S of Redding, Ca. on Bus. loop 5, Rt on Clear Creek Rd, L on Cloverdale Rd. Sign 5:30, prac 6, race 8pm.

AMC MOTOCROSS, Yamaha Series. Saddleback Pk. $5 mail, $7 post. Box 663, El Toro, Ca. 92630. 714/830-7646.

TT SCRAMBLES, Petaluma Frgrnds, Petaluma, Ca. Sign by 6 pm. Race 7:30. $2 ride or watch. 707/762-8581.

SAT. & SUN., JUNE 10 & 11

TWO DAYS AT BADROCK, ISDT QUALIFIER, Western Oregon, entry closes May 20. $15 entry. PNTA, Box 131, Weston, Ore. 97886. 503/566-3501, 503/566-3526.

SUNDAY, JUNE 11

MOTOCROSS. Valley View, Columbus, Nbr.

ROAD RACE. AFM. Orange Co. Int'l Rcwy. All solo classes + sidecars. Sign 8. $2.50 watch. Santa Ana fwy at Sand Cyn exit. 714/979-8761. $5 mail, $2 ea add bike. Entries close 6/8. 2754 Monterey Rd, San Marino, Ca. 91108.

HARE SCRAMBLES, DMCA, Beg, Nov only. Race 8. Limed from Calif. City. Box 998, Lawndale, Ca. 90260.

OBSERVED TRIALS, Southwest MX Pk, Lockhart, Tex. 3 mi S. of Lockhart on 183. Sign by 10:30, start 11. $2 ride, $1 watch. 512/444-7482.

MOTOCROSS, CMC Oregon. Goose Hollow, 22 mi W of Salem Ore on hwy 22. Sign 9, prac. 9:30, race 11 am. $5 Ex., $4 Jr., Int. 503/364-0461.

MOTOCROSS. Indian Dunes. Race 9:30.

MOTOCROSS, CMC Utah, Powderkeg Rcwy. Box 15055, Salt Lake City, Utah 84115. 801/262-2489.

POKER RUN. Sign 9, start 11. Gustine City Pk.

MOTOCROSS, Lafayette, Colo. SRAC.

CMC MOTOCROSS, Carlsbad Raceway, Carlsbad, Ca. Jrs $5 mail, $10 post. Srs $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, Ca. 92626.

MINIS, SCMBKA, Saddleback Park, Irvine, Ca. Sign 8:30, race 10. $5 membership. $2.50 enter. 213/426-9355, 714/842-6083.

ERRATA ADDENDA ETCETERA

Just about anybody who throws a worthwhile race has adopted a silencers-mandatory policy. Although these listings don't mention the fact, virtually all events in the Calendar are quiet ones.

Handy hint: "SASE" means "Self-addressed, stamped envelope". Use the legal size. You know, the big ones.

All items must be received in writing by noon on Thursday in order to be printed in the following week's Calendar.

Entries for the 2 DAYS AT BAD ROCK, ISDT qualifying event in Eastern Oregon, have been extended to June 1 & they may take a few extra if you are just a tad tardy.

AMA NATIONAL SCHEDULE

6/3	Louisville, Ky.	20 lap ½ mile
6/11	Louden, NH	100 mi RR
6/18	Indianapolis, Ind.	125 mi RR
6/25	Columbus, O.	20 lap ½ mile
7/2	San Jose, Ca.	20 lap ½ mile
7/9	Salem, Or.	20 lap ½ mile
7/15	Castle Rock, Wa.	25 lap TT
7/23	Monterey, Ca.	125 mi RR
7/29	New York, NY	20 lap ½ mile
8/5	Homewood, Ill.	25 lap Mile
8/10	Hinsdale, Ill.	Short Track
8/13	Peoria, Ill.	½ mile/TT
8/26	Indianapolis, Ind.	25 lap Mile
9/3	Talladega, Ala.	200 mi. RR
9/9	Arlington Hgts, Ill.	Mile
9/17	Nazareth, Pa.	25 lap Mile
9/23	Gardena, Ca.	½ Mile
10/1	Ontario, Ca.	250 mi RR

MOTOCROSS, CRC. Deadman's Pt. Beg & Nov. $2 gate, $3 race. Sign 7, race 9:30 am. 714/688-1291, 213/830-7519.

HARE SCRAMBLES, Hilltoppers. Limed from Bell Mtn, Stoddard Rd. N. of Victorville. Start 9. $3.25. 2 40 mi. loops.

MOTOCROSS, Valley View, Columbus, Nebr.

MOTOCROSS, Boulder Ridgerunners, Coal Crk. Raceway, hwy 7 E. of Boulder, Colo.

TT SCRAMBLES, Sidewinder Spdwy, Kingman, Ariz. Limed on Hwy 66 E from Kinman. $3 entry. 602/753-3206.

MOTOCROSS, CMC Oregon Goose Hollow, 22 mi. West of Salem, Ore on Hwy 22, Watch for signs. Sign 9, prac 9:30. Race 11. Minis. $5 Exp. $4 Jrs & Int. Box 845, Salem, Ore. 503/364-0461.

100 MILE NATIONAL ROAD RACE, Louden, New Hampshire. Lordy, Lordy.

HARE SCRAMBLES, RAT, Beg, & Nov. Sign by 8:30, race 9. $5 post, $4 mail. SASE to Box 811, Fontana, Calif. 92335. Race off Hwy 395 North of Adelanto, Ca. This is Rat Race III. 714/822-8922.

MOTOCROSS, Santa Clara PAL Mtr Sports Center, Lafayette & hwy 237. Nov: $5 mail, $7 post. Ex: $10, mail, $15 post. 2886 Psario Ct., San Jose, Ca. 95132. Sign 7, prac 7:30, race 9. 408/262-0387.

MOTOCROSS, AME, Saddleback, Ca. Enter: $5 mail, $10 post. Cash to Sr's. Prac 8, race 9. 926 W. 7th st., Upland, Ca., 91786. 714/982-7370.

WEDNESDAY, JUNE 14

CMC MOTOCROSS, Ascot, Gardena, Ca. Sign 4:30, prac 6, race 7:30. $5 enter, $3 pit, $2.50 gate.

SAT. & SUN., JUNE 17 & 18

ROAD RIDE TO LAKE ISABELLA, CA. 350cc & up. Road Service provided. Leave 8 am. 213/326-3810.

MOTOCROSS, Lake Tahoe SuperStar Variety. Tahoe Vista, CA. John DeSoto will hold school on the 16th, Sportsman event the 17th, AMA Nat'l Champ Pro race, $5000 purse. Mail only, by June 1, 1972. GNG racing, 1355 S. Wells Ave., Reno, Nev. 89502.

GRAND PRIX, Virginia City, Nev. $10 per day. Close 5/15. Post $40. WRA, Box 7244, Reno, NV. 89502.

DRAG RACING — Bikes Only! NHRA. $4000 + contingencies. $5 mail. $10 post. Sign 9 Sat. 502/842-8101. Beech Bend Int'l Rcwy. Bowling Green, Kentucky.

SATURDAY, JUNE 17

TT/FLATTRACK, CMC Utah. Powderkeg Rcwy Pk. Box 15055, Salt Lake City, Utah 84115. 801/262-2489.

Free Calendar Listing Coupon

MAIL TO: CYCLE NEWS CALENDAR EDITOR, BOX 498, LONG BEACH, CA. 90801

It won't take care of itself. Get the word out. Let riders all over the Western states know about your coming events. Send in a free announcement to be published in the CYCLE NEWS Calendar. Use this form to insure completeness and accuracy.

Date Of Event _____ **Type of Event** (TT, Motocross, Road Run, Etc.) _____ **Sponsoring Club Or Promoter** _____

Place (Location and State) _____ **How To Get There** (Hwy. numbers, Line markings, Turn offs, Etc.) _____

Sanction _____ **Entry Fee and Mailing Address** (With ZIP Code) _____

Additional Information (Sign-up times, classes, facilities, Etc.) _____

Your Name _____ **Phone Number To Call For Info:** (And don't forget your Area Code) _____

SUNDAY, JUNE 18

ROAD RACE, ACA, Carlsbad Raceway, Carlsbad, Ca. All Jr & Sr. GP classes plus prod. Sign 8:30, race noon. Mail $8, $1 ea. additional class. Post $15. 106 No. Claudina, Suite 312, Anaheim, Ca. 92805. 714/774-3222.

MOTOCROSS, Arizona Desert Raceway (SW of Phoenix). Write 1408 E. Granada, Phoenix, Ariz. 247-3685. Race 9 am.

GOOSECHASE ENDURO, Clear Creek, Ca. Picachio store on Coalinga Rd. 28 mi W. of Coalinga, 38 mi E of King City. State 9. $6 mail, post $10, $1 team. 2 SASE to Sierra Enduros, Box 134, Madera, Ca. 93637.

125 MILE NATIONAL ROAD RACE, Indianapolis, Indiana. Indy is back after a several year lay-off.

TRAIL RIDE & FIELD EVENT, CRC. Beg. & Nov. Running Springs Pk, 15 mi Enduro. Sign 7, $2 gate, $5 ride. Camping. 714/688-1291, 213/830-7519.

MOTOCROSS, Indian Dunes. Pro, Ex, Jrs, OTs, PP. Pros fight over $500. 9:30 am.

TT, D-37 pts. Lightweights MC. 395 Cycle Pk, Adelanto, Ca.

ENDURO, URA. Calif. City. Limed from Golf course. Race 8. 2 30 mi loops. Mail $5, post $6, Teams add $1. 6600 Gerald Ave., Van Nuys, Calif. 91406. 213/787-5208, 805/522-2453.

FATHER'S DAY. Let Dad use your bike.

HARE SCRAMBLES, Rim Runners. Limed from Lucerne. Start 9. 40+ mi loop. D-37 pts. $3.25. Special award to oldest surviving father.

SAT & SUN, JUNE 24-25

MOTOCROSS, Mammoth Mtn. Jr. $5, Sr. $15, Post $50. Box 483, Mammoth Lakes, CA. 93546. 714/934-2302 after 6.

SUNDAY, JUNE 25

MOTOCROSS. Brainard, Nbr.

HARE SCRAMBLES' CRC. 7 mi N. of Adelanto. Beg & Nov. $5. 714/688-1291.

ENDURO. KRFE radio. 125 mi. Start 8 am. $7 mail, $10 post. $1 entra per team member. All classes. Any AMA entry blank. Hwy 41 N. of Fresno marked to start 2 SASE to KFRE Enduro, TW Patterson Bldg., Fresno, Ca. 93721. 209/268-6441.

TRIALS, Portland, Ore. PNTA.

MOTOCROSS, all classes. Fremont raceways, Florence, Colo. $2 Nov. $3 Ex. 1:30.

MOTOCROSS, Mother Lode, rcwy Placerville, Ca. Sign 7, prac 8, race 9:30. $4 1st, $2 other. $2 watch.

MOTOCROSS, Southwest MX Park, Lockhart, Tex. Box 538.

20 LAP HALF MILE NATIONAL, Columbus, Oh-high-oh. Just a spit and a holler from Worthington.

DESERT ENDURO, Family run. Beg & Nov. Teams. $7.50. $10 team. Start 11. Red Rock Cyn area off hwy 14.

TT, TTMC. 395 Cycle Pk, Adelanto, Ca. Ltwts & UL at 7, Hvwts at noon. $2 ride, $1.50 gate. 714/246-6109.

TT SCRAMBLES, Boulder Ridgerunners, Coal Crk. Raceway, E of Boulder, Colo., on hwy 7.

THURSDAY, JUNE 29

PRO INDOOR SHORT TRACK, Amarillo Civic Center Coliseum, Amarillo, Tex. $1200 purse. Qual. 5, race 8. 806/374-1142.

FRIDAY, JUNE 30

FLAT TRACK, Shasta MC, Happy Valley rcwy. S. of Redding, Ca. on Bus. loop 5, Rt on Clear Creek Rd., L on Cloverdale Rd. Sign 5:30, prac 6, race 8 pm.

SUNDAY, JULY 2

20 LAP HALF MILE AMA NATIONAL, San Jose, Ca. Best get your ducats early.

SUNDAY, JULY 9

ACA ROAD RACE, Riverside Rcwy, Riverside, Ca. Sign 8:30, race noon. $8 mail, $1 ea. additional class, $15 post. 106 N. Claudina, Suite 312, Anaheim, Ca. 92805, 714/774-3222.

SUNDAY, JULY 22

RED GATER 125 MILE NATIONAL CHAMPIONSHIP ENDURO, Dirt Diggers. 500 rider limit. 'A' riders pref. Entries open 6/1, close 6/19. Drawing 6/21, 8:30 pm, Cliff House, 15145 Pac. Coast Hwy, Malibu. $5.25. Spark Arrester req'd. Street legal not req'd. No refunds. 2 SASE to 7257 Brynhurst Ave., Los Angeles 90043.

What are you going to do?

MOTOR VOTER INFO 714 - 836 8555

LOOK TO MOTORCYCLING'S FUTURE

The AMA is. It is a national organization promoting all aspects of motorcycling. Its members include the world's best professional racers, outstanding amateur enduro and trials riders, and over a hundred thousand average motorcyclists who use their bikes for fun and transportation.

It is working for motorcycle education and safety, it is combatting unfair legislation, and it is constantly attempting to improve the public's attitude toward motorcycling. It works through people like you. Look to the future with the AMA.

FOR FURTHER INFORMATION ON THE AMA CLIP AND SEND TO:
AMERICAN MOTORCYCLE ASSN., P.O. BOX 231, WORTHINGTON, OHIO 43085

Please send information on the American Motorcycle Association to:

NAME _____
STREET _____
CITY _____ STATE _____
ZIP _____

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5 on Hwy 126 at Castaic
(805) 259-8000

June 11 Hilltoppers M.C. June 11
HARE SCRAMBLES
2 — 40 mile loops. Novice trail, 1 loop. AMA Dist. 37. Rescue 3. Finisher pins. Club participation trophy — Contingency awards. North of Victorville. Limed from Bell Mt. & Stoddard Wells Rd. $3.25 post entry.

CORONA RACEWAY
presents
MOTOCROSS
Thursday
Guaranteed Purse for Experts
$350 MINIMUM
TT - Friday
MX: Pit Gates 4:30
First Race 7 p.m.
TT: Pit Gates 5:00
First Races 6:30 p.m.
Info: (714) 735-1705

OSTEEN'S
400 ACRES
Bike Park
POMONA
Open weekdays 9 to 7:30
Weekends & Holidays 8 to 7:30
Directions: 2 min. off Pomona Frwy at Dudley exit
MOTOCROSS
JUNE 4 JUNE 18
SILENCERS REQUIRED
$500 PURSE TO EXPERTS
Intermediates & Juniors 50% Brass.
Jr. & Int. Mail entry $5.00 Post entry $10.00.
Experts Mail entry $10.00 Post entry $15.00.
Mail entry to: 610 Cherry St., Brea, Ca. 92621. Check payable to Osteen's Park. Park open 6:30 am. Practice 8:00-9:00, 1st race 9:30 am.
Phone (714) 529-3578 for into

RAWHIDE PARK
840 Acres ELSINORE
Family Fun & Motocross
2½ miles East From Hwy. 71-74
Winter hours 8am to dusk
(Weekends & Holidays only)
Silencers or mufflers, helmets & Boots Required at all times.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st & 3rd SUNDAY

Deadman's Point, Apple Valley, Cal. Motocross all classes. 7 a.m. practice, sign up closes PROMPTLY at 8:30 a.m. 9 a.m. start. $2.00 race entry with membership, $2.50 without membership. Silencers required at all events. Info. 714/247-7473 days.

EVERY WEDNESDAY NIGHT

CMC MOTOCROSS, Ascot Park, Gardena. Cash for Experts, trophies for Juniors and Intermediates. Silencers mandatory. $5 entry per class. Pit passes $3. General Admission $2.50. CMC license and 3 number plates required. Pits open 4:00. Practice from 6:00 to 7:00. Sign-up closes 6:30 sharp. First race at 7:30.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

EVERY SATURDAY

Motocross, C.R.C. Running Springs Park. 40% Brass. All classes, including beginners. $2 Gate. $3 Race. Special classes for riders under 16 and over 35, mini's, 3 wheelies & Powder Puff. Gate opens 7 am, practice 8 am. 1st race 9:30. Camping. Info (714) 688-1291, (213) 830-7519.

EVERY SUNDAY

Motocross racing at Four Corners M/C Park every Sunday. Practice at 9 am, races at 12 noon. Admission $1.50, Entry $2.00. Practice all day Saturday 50¢. All classes, no cards required. 10 miles east of Ramona.

American Moto Cross Club Inc.
FOR: BEGINNERS, NOVICES, JUNIORS & THOSE WHO HAVE NEVER RIDDEN IN AN EVENT
Presents
YAMAHA MOTOCROSS SERIES
FREE Yamaha 250 MX

June 3 — Motocross Carlsbad
June 10 — Motocross Saddleback
June 17 — Motocross Carlsbad

FREE - Professional instruction at most events.

Bikes must have SILENCERS and 3 NUMBER PLATES. AMC membership required — $5.00 per year. Gates open at 6:30 A.M. Race starts at 9:30 A.M. ENTRY — by advance mail. $5.00 mail entry closes 3 days before event. Post $10. No post entry fee to new riders first time out. Send membership applications and entry forms to:
P.O. Box 663, El Toro, Ca. 92630
(714) 830-7646
9 am — 5 pm M—F

CRC Cal Racing Club Membership Not Req'd.
40% TROPHIES
Plus Finisher Pins
TRAIL RIDE
20 MILE ENDURO & SPECIAL FUN EVENTS
EASY HILL CLIMB
TRIALS SECTION
WHEELIE CONTEST
BARREL RACE
LONG JUMP
TIMED MOTOCROSS
Sponsored by SKIP CLARK'S CITY CYCLE CENTER
$2.00 Gate $5.00 Ride
JUNE 18 RUNNING SPRINGS PARK
6 miles from San Bernardino on Hwy 30
gate opens 6am — first rider starts 8 am
BEGINNERS & NOVICES
Special classes for minis, PP, and riders under 16 - over 35
This is a family fun run — not a speed contest
overnight camping
(714) 688-1291 (213) 861-4139 (213) 830-7519

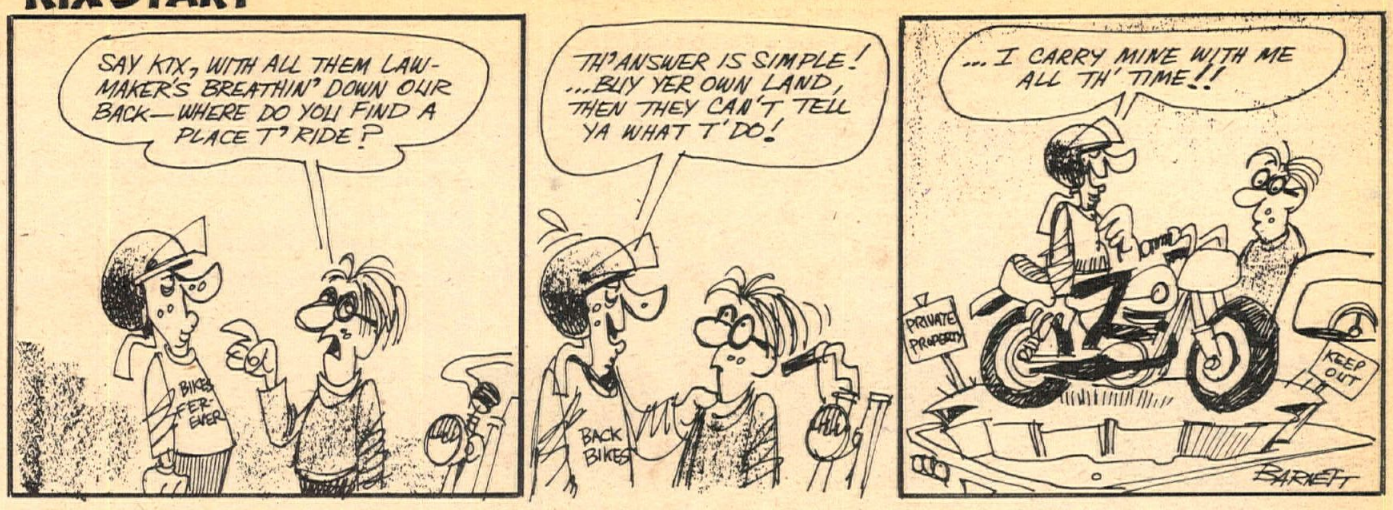
MOTOCROSS
Sage Hoppers
May 28, 1972
By Andre Ney

OPEN EX	
Mike Stephson	CZ
Curt Smith	CZ
Dick Martin	CZ
250 EX	
Mike Wiedgery	CZ
Mike Stearns	Suz
Dan Barnes	Hus
125 EX	
Jeff Foland	Pen
POWDER PUFF	
Pam Niles	Yam
Rhonda Hollandbeck	Bul
Kathy McDaniels	Bul

CRC MOTOCROSS
Rawhide Park
May 21, 1972
By Christopher Ostlind

MINI	
Bruce Ziegler	Ind
Todd Peterson	Ind
Lindley Kistler	Yam
100 NOV	
Patrick Hubbs	DKW
Craig Furze Hod	
Don Crutchfield	Hod
100 BEG -16 DIV I	
Bob Oshiro	Hod
Mitch Shook	Yam
Randy Howiler	Suz
100 BEG -16 DIV II	
Michael Perry	Yam
Don Cox	Hod
Jeff Hunt	Hod
100 BEG	
Dave Barden	Ric
Doug Florke	Hod
Bill Williamson	DKW
125 BEG -16	
Brian Lightfoot	Pen
Lance May	Yam
Jackson Kistler	DKW
125 BEG	
Wayne Rogers	Yam
David Hodgson	Ric
Pete Hall	Yam
125 NOV	
Michael Harris	CZ
Michael Bullard	Bul
Brian Olson	Pen
175 BEG	
Lynn Cantrell	Bul
Cam Schutt	Suz
Charles Cummings	Kaw
250 BEG -16	
Mike Hunt	AJS
Art Warner	Suz
250 BEG DIV I	
Doug Daniels	Yam
Michael Jackson	Yam
Roger Roberts	Bul
250 BEG DOV OO	
Bob Highsmith	Suz
Gregg Turk	Yam
Dan Reny	Suz
250 NOV	
Mike Gunderson	Yam
Bob Bernier	Yam
Marty Gresham	Yam
OPEN NOV	
STewart Dowd	Mai
John Van Dellen	Mai
Richard Mendolia	Yam
OPEN BEG	
J. Skipper	Hus
John Sullivan	Hus
Don Repp	BSA
OLDTIMERS 0-125	
Ron Perry	Yam
Bill Williamson	DKW
250	
Ramon Lowe	Yam
Rick Watson	Mai
Gary Harlow	Hus
OPEN	
John Miley	CZ
Jim Harnisch	Mai
Don Untch	Yam

KIXSTART



LOOK OUT! HERE COMES BONNEVILLE

"Bonneville entry blanks and entry information are available and interested parties are more than welcome to write in for their package" stated Earl Flanders, the AMA Bonneville Referee. The only requirement is a self addressed stamped legal size envelope with 24¢ worth of postage to handle the info pack. Remember that Speedweek is a totally non-profit activity and the postage is just one more burden off their backs.

Speedweek is run this year as always in the last full week of August. The dates are from Aug. 20 through Aug. 26 mark it down on your calendar as the "Fastest Week On Earth". Entries have already been received from such notables as Don Vesco and his Yamaha liner "The Different Stroke", the Honda factory backed liner, Bill Wirges big bad double engine Kawasaki, and an untried entry from Eyeball Engineering "The Quiet One" a turbo-charged double Kawasaki liner.

The stage is set for the motorcycle land speed record to go over the 300 mark. The State of Utah has allocated $10,000 to prepare the racing surface and for that we must thank them and their fine governor Calvin Rampton.

Negotiations are currently underway between the AMA and the FIM to have any unlimited class record approved by both associations and recognized world wide. Potential world land speed record holders have been notified by Mr. Flanders that negotiations will hopefully be worked out in time for speedweek.

Records are recognized by the AMA in all classes even down to 50cc bikes. Classes break down (basically) to stock and/or modified and either streamlined or not. Many classes are still "open" as no record has yet been set. If you are interested in going or even entering the info pack even gives the phone numbers of the motels in the town of Wendover.

Write to: Bonneville Nationals, Mr. Earl Flanders, P.O. Box 2297D, Pasadena, Calif. 91105.

RAT
RAT RACE III
HARE SCRAMBLES
BEGINNER AND NOVICE
TROPHIES and NEW PINS
JUNE 11, 9 a.m. start
$5.00 POST SIGN-UP CLOSES 8:30
$4.00 MAIL TO RACING ACTION TEAM
P.O. BOX 811, FONTANA, CALIF. 92335
(714) 822-8922 SILENCERS PLEASE
17 MI. NO. OF ADELANTO
OFF HWY 395

American Cycle Association
presents
June 18 — Carlsbad Road Race
July 9 — Carlsbad Road Race
July 16 — Carlsbad Road Race
Aug. 6 — Willow Springs Road Race
NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY
For further info. see calendar or phone ACA office 1-5 M-F
★ (714) 774-3ACA ★
American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805

6:30 SIGN-UP CLOSES
6-7 PRACTICE
7:30 FIRST JR. RACE
CMC Moto-Cross
Every Friday Night
CMC License Required

DRA Desert Racing Association
School is out-Vacation Time
Try it. . . You'll Like it!
The Next Beginner Novice Race
AUGUST 6
New Location. Watch the Ads.
P.O. Box 437, Rancho Mirage, Ca. 92270

SADDLEBACK park
SILENCERS REQUIRED
June 4 — CMC MX
June 11 — Mini-Bike Rac
Open 7 days 8-5 (714) 639-5832

RIDE WITH THE BEST
RIDE CMC EVENTS
motocross
AT
June 4 — Saddleback
11 — Carlsbad
18 — Saddleback
25 — Rawhide
July 2 — Saddleback
SILENCERS MANDATORY. $5 mail entry, $10 post entry for Juniors & Intermediates. $10 mail, $15 post, Expert, per class. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 6:30, practice 7:30, sign-up closes 8:30 — racing starts 9:00 am. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, Ca. 92626.

CRC California Racing Club (membership not required)
BEGINNER & NOVICE
MOTOCROSS
Special Classes — 16, over 35
Minis & Powder Puff
40% BRASS
EVERY SATURDAY
motocross at
Running Springs Park
SUNDAY
June 4 — Running Springs
June 11 — Deadman's Point
silencers required at all events
(714) 688-1291—(213) 830-7519

J.C. AGAJANIAN'S
Ascot
CYCLE EVENTS
Wednesday Night
CMC
MOTOCROSS
Cash for Experts, trophies for Juniors and Intermediates.
SILENCERS MANDATORY. $5 entry per class. Pit passes $3. General Admission $2.50. CMC license and 3 number plates required. Pit gates open at 4:30. Practice from 6:00 to 7:00. Sign-up clases 6:30 sharp. First Junior race at 7:30.

FRIDAY NIGHT
AMA
PROFESSIONAL
HALF-MILE
Time trials 7:30 pm
Race starts 8:30 pm
18300 VERMONT, GARDENA

TT SCRAMBLES
Elsinore Raceway
Elsinore, Calif.
May 20, 1972
By Karen Oller

MINI	
C. Summers*	Hon
D. Nicol *	Yam
* Tie	
POWDER PUFF	
M. Lipps	Yam
T. Tanner	Yam
THREE WHEELER	
A: M. Gherarde	MC
B: S. Hughes	MC
100 NOV	
J. Gough	Yam
R. Goodin	—
S. Van Wormer	Suz
D. Brumley	Kaw
125 NOV	
B. Wacker	Yam
C. Bonham	Yam
S. Christy	Puc
B. Tolson	Yam
M. Tedder	Yam
200 NOV	
R. Maddox	Yam
T. Trullinger	Kaw
250 NOV	
D. Nelson	Kaw
D. Lovan	Yam
G. Juola	Yam
F. Meissner	AJS
P. Williams	Oss
500 OPEN NOV	
G. Scott	Mai
G. Hardin	Mai
SPECIAL NOV	
D. Nelson	Kaw
P. Williams	Oss
R. Sheilds	Yam
100 AM/EX	
Z. Barrett	Hod
S. Nicol	Suz
125 AM	
K. Johnson	Kaw
S. Nicol	Yam
125 EX	
R. Dobbins	Yam
L. Bird	Yam
250 AM	
R. Plueger	Mai
J. Porter	Yam
250 EX	
H. Cheetwood	Bul
S. Hein	Bul
500 OPEN AM/EX	
R. MacEwen	Yam
SPECIAL EX	
J. Stein	CZ
H. Cheetwood	Bul
SWEEPSTAKES	
R. MacEwen	Yam

MONTEREY SHORT TRACK
May 21, 1972
By Monterey Bay Rams

100 NOV	
James Ferguson	Hod
Danny Ferguson	Hod
Fred McOuzze	
125 NOV	
Mike McCormick	Yam
Stephen Lang	Bul
Alan Rianda	Vul
125 AM	
John Schaffer	Car
Mott Carruthers	Yam
Steve Langston	Suz
175 NOV	
Bruce Pistana	Yam
Mike Vail	Hon
Dan White	Yam
200 AM	
John Schaffer	Yam
Dale Ivan	Bul
Randy Evans	Bul
250 NOV	
Gene Dutton	Yam
Douglas Hurley	Oss
Dan Williams	Mon
250 AM	
Ron Alsop	Hon
Chuck Erlenbach	Yam
Martin Layton	Bul
250 EX	
David Pistana	Mon
Manuel Datan	Yam
Mike Hardy	Bul

250 MOTOCROSS WORLD CHAMPIONSHIP POINT STANDINGS AFTER FOUR ROUNDS (Spain, France, Holland, Czechoslovakia)
By Strawberry Enterprise

Joel Robert	Suz	42	Belgium
Uno Palm	Hus	30	Sweden
Alexei Kibirin	CZ	28	USSR
Sylvain Geboers	Suz	27	Belgium

CMC MOTOCROSS
Ascot Park
Gardena, Ca.
May 24, 1972
By Buzz Baty

100 JR	
Tim Withers	Yam
J. Blix Hod	
Raymond Robinson	Ric
125 JR	
Bob Alderman	DKW
Tommy Luera	Bul
Mike Jenkins	Suz
125 INT	
Shane McDonald	Bul
Gary Elders	Yam
Wes Sutton	Bul
125 EX	
Jeff Wright	Puc
John Volkman	Bul
Ken Zahrt	Bul
250 JR	
T. Bryant	CZ
Robert Gonzales	Suz
William Taggart	Mai
250 INT	
Chris Forbest	Mai
Dany Haacker	Mai
B. Doornbos	Hon
250 EX	
David Pessy	Oss
Ron DeSoto	CZ
Bob Messer	Oss
500 JR	
B. Whitlock	CZ
Dan Schaffer	CZ
W. King	Yam
500 INT	
Bill Stubbs	Suz
R. Kershaw	CZ
Kirk Alexander	Mai
500 EX	
Bill Payne	Mai
Bob Messer	CZ
Ron DeSoto	CZ

HRA TT & HALF-MILE
395 Cycle Park
May 20, 1972
By Phil Carpenter

100 NOV TT	
Dave Hampton	Kaw
Eddie Drake	Kaw
Gary Evans	Kaw
125 NOV TT	
George Hicks, Jr.	Bul
Don Tallman	Kaw
Hal Sanquinetti	Bul
250 NOV TT	
Richard Lizardo	Bul
Orville Van Hee	Oss
R.P. Bodenhamer	Mon
OPEN NOV TT	
Dan Rees	Suz
Harvey Rudebaker	Mon
ALL EX	
Tim McCool	Yam
Carrol Heighland	Yam
MINIBIKES	
Bill Jewett	
TRISPORTS	
Lester Ellett	
Tom Wentworth	
Gary Wentworth	
Jack Ellett	
100 NOV HALF MILE	
Dave Hampton	Kaw
Brian Haycock	Kaw
Gary Evans	Kaw
125 NOV HALF MILE	
Dave Hampton	Kaw
Eddie Drake	Kaw
Don Tallman	Kaw
250 NOV HALF MILE	
Richard Lizardo	Bul
Orville Van Hee	Oss
R.P. Bodenhamer	Mon
OPEN NOV HALF MILE	
Thomas Howe	H-D
Dan Rees	Suz
Mike Heinemeyer	Suz
ALL EX HALF MILE	
Tim McCool	Yam
Chuck Fruchey	Yam
Carrol Heighland	Yam
MINIBIKES HALF MILE	
Bill Jewett	
John Evans	
TRI SPORTS HALF MILE	
Gary Wentworth	
Tom Wentworth	
Lester Ellett	
John Ellett	

TT SCRAMBLES
Corona, Calif.
May 12, 1972
By Elaine Jones

MINI-BIKE A	
Terry McCreery	Hon
Mark Hoops	Coy
Pat Kessman	Hon
MINI-BIKE B	
Jamie Oliver	Hon
Jim Moore	Tec
Wesley Chandler	Kaw
MINI-CYCLE A	
Pat Richmont	Yam
Randy Bennett	Yam
Dan Kyzer	Yam
MINI-CYCLE C	
Rick Naymola	Yam
Bill Jewett	Hon
Robert Murray	Hon
100 NOV I	
Terry Stanart	Kaw
Steve Stiemsma	Kaw
Carl Easterling	Kaw
100 NOV II	
Tim McWhorter	Hon
Derek Katanic	Kaw
Rick Meumann	Suz
100-125 A/E	
Rob Morrison	Kaw
Randy Monroe	Kaw
David Galliot	Bul
125 NOV I	
Frank Ridlon	Yam
Richard Kyzer	Suz
Steve Fortune	Yam
125 NOV II	
Bill Walker	Yam
Jeff Clark	Yam
John Wetzel	Yam
175-200	
Jim Wright	Bul
Jamey Blunt	Oss
Richard Barnes	Oss
250 NOV I	
John Lowe	Bul
Bill Hosford	Bul
Rick Drummond	Kaw
250 NOV II	
Jim Wright	Bul
Larry Furu	Oss
Dave Racine	Bul
250 A/E	
Jamey Blunt	Oss
Rick Holmes	Yam
Steve Galliot	Bul
NOV MOTO	
Eugene Miles	Yam
Richard Denham	Mai
Larry Southern	Hon
A/E MOTO	
Tom Jarnagan	Mai
Steve Waller	Tri
Chuck Fruchey	Yam

PRO TT
Sidewinders of Oregon
May 12, 1972
By N.A. Williams

EX T.D.	
Jimmy Smith	Tri
Randy Scott	Tri
Chuck Joyner	Tri
Ed Herrmann	Tri
EX MAIN	
Ed Herrmann	Tri
Chuck Joyner	Tri
Ike Reed	Tri
Randy Scott	Tri
Sonny Burres	Tri
Jimmie Smith	Tri
Ray Carroll	Tri
Jim Herschback	Tri
T.L. Hoglan	Nor
Bob Fuller	Tri
JR T.D.	
Ron Olson	Tri
Greg Johnston	Tri
Neal Hulet	Tri
JR MAIN	
Neal Hulet	Tri
Ron Olson	Tri
Greg Johnston	Tri
Larry Fotheringill	Tri
Jerry Lambert	Tri
Don McShane	Tri
Dan Kirk	Yam
Dave Ditter	Yam
Don Malbeck	Tri
NOV T.D.	
Alan Mundt	Yam
Jim Curtis	Bul
Lynn Davis	Mai
NOV MAIN	
Alan Mundt	Yam
Lynn Davis	Mai
Don Dodge	Kaw
Pete Boden	Mon
Steve Schoonover	Yam
Steve McCabe	Yam
Ron Parry	Bul
Frank Pranzetti	Yam
John Heeter	Bul
Jim Curtis	Bul
Ricky Graves	Bul
Robert Branam	Yam

HAPPY VALLEY RACEWAY
Redding, Calif.
May 14, 1972
By Jim Shipley

MINI	
Jim Carpenter	Yam
Doug Geist	Yam
Doug Frisbee	Suz
JR 80+ DIV I	
Arlt Yam	
Smith Yam	
Calbert	Hon
DIV II	
Dennis Brinkley	Hon
Paul Robinson	Suz
100 NOV	
Larry Legarra	Hod
Scott Archibald	Yam
Jim Leach	Kaw
125 NOV	
Ray Douglas	Suz
Danny Frisbee	Suz
Jeff Shimizu	Yam
125 AM/EX.	
Fred Rabo	—
Ron Scott	—
Manuel Crummett	Suz
175 NOV	
Greg McKinney	Yam
Gary Hamilton	Kaw
175-200 AM/EX.	
Jeff Geist	Bul
Gene Mendes	—
John Minoletti	—
250 NOV	
Chuck Lockett	Oss
Joe Cantor	Bul
Jerry Ruda	Mon
250 AM	
Ron Chessney	Bul
Gary Fator	Bul
John Smith	—
250 EX	
Martin Plumb	Bul
Harry Dring	Bul
Mike Bailey	Yam
500 NOV	
Scott Archibald	Yam
Roger Estes	Suz
OPEN NOV/AM/EX	
Charlie Stewart*	Tri
Harry Dring*	Tri
Jerald Voorhees	—
Al Smith	Yam
* Tie	

HARE SCRAMBLES
Firebirds M.C.
Jericho, Utah
May 7, 1972
By Terry Newfarmer

OPEN EX	
Craig Williams	Suz
Dick Young	Suz
Frank Myers	Mai
250 EX	
Dave Spencer	Hon
Terry Larsen	Yam
Adrian Nebeker	Hon
200 EX	
Ron Bouck	Suz
Van Larson	Yam
Wayne Spencer	Yam
125 EX	
Peter Crandall	Pen
Doug Roberts	Ric
100 EX	
Norm Parcel	Hod
Tom Bacca	Hod
Doug Brown	Hod
OPEN AM	
Rick Fresh	Suz
William Freshwater	Mai
Guy Pierce	Mai
250 AM	
Larry Turpin	Yam
Bill Hardman	Bul
Randy Sundin	Hus
200 AM	
Lynn Wooten	Bul
Dick Shira	Suz
Kent Kizerian	Kaw
125 AM	
John Harman	Hon
Kay Walker	Dal
Ted Cooley	Yam
100 AM	
Terry Newfarmer	Pen
Craig Snow	Suz
Jerry Anderson	Hod
OPEN NOV	
Charles Donomo	Mai
250 NOV	
Ken England	Bul
200 NOV	
Frank Hirsch	Yam
125 NOV	
John Davis	Yam
100 NOV	
Cris Morgan	Hon

CMRE TT-FT
South Bay Speedway
May 14, 1972
By Tom Blattler

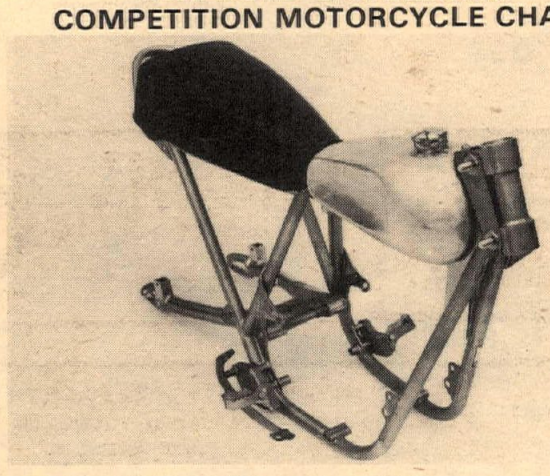
125 TT	
HEAT 1	
Brad Holt	Yam
John Allison	Yam
Pat Guthrie	Yam
HEAT 2	
Billy McElyea	Yam
Debra Reon	Yam
Bob Gregor	Yam
SEMI MAIN	
Dave Emde	Yam
Scott Duncan	Yam
Doug Gassaway	Yam
MAIN	
Brad Holt	Yam
Earl Roloff	Yam
Dave Emde	Yam
250 TT	
HEAT 1	
Kevin Stafford	Yam
Pat Guthrie	Yam
Phil Allen	Bul
HEAT 2	
Larry Collie	Kaw
John Allison	Yam
John Apple	Bul
HEAT 3	
Phil Collie	Kaw
Steve Little	Bul
Earl Roloff	Bul
SEMI 1	
Billy McElyea	Suz
Marc Barbani	Yam
Greg Reynolds	Yam
SEMI 2	
Mark Peters	Bul
John Peterson	Yam
Jeff Zwoster	Yam
MAIN	
Larry Collie	Kaw
Mark Peters	Bul
John Apple	Bul
OPEN TT	
HEAT 1	
Earl Roloff	Yam
Rich Ribley	Nor
Kevin Stafford	Tri
HEAT 2	
Ward Ring	Tri
Dan White	Yam
Kevin Stafford	Tri
HEAT 2	
Ward Ring	Tri
Dan White	Yam
Jim Steinbach	Tri
MAIN	
Ward Ring	Tri
Dan White	Yam
Jim Steinbach	Tri
250 FT	
HEAT 1	
Debra Reon	Bul
Gary Brugh	Bul
Steve Little	Bul
HEAT 2	
Larry Collie	Kaw
John Allison	Yam
John Apple	Bul
HEAT 3	
Mark Peters	Bul
Phil Collie	Kaw
Marc Barbani	Yam
SEMI	
Scott Marshall	Kaw
Dave Harris	Oss
Tom Worfolk	Bul
MAIN	
Larry Collie	Kaw
Phil Collie	Kaw
John Allison	Yam
OPEN FT	
HEAT 1	
Dan White	Yam
John Caldwell	Tri
Kevin Stafford	Tri
HEAT 2	
Ward Ring	Tri
Tom White	Tri
Tom Worfolk	Suz
MAIN	
Tom White	Tri
Kevin Stafford	Tri
Jim Steinbach	Tri

MOTOCROSS
Spillway Park
Santa Maria, Calif.
May 14, 1972

POWDER PUFF	
Sue Bowen	Suz
Cheryl Acres	DKW
100 JR	
Randy Schoealenberg	Hon
Joe Nunez	Yam
Mike Wilson	Yam
125 JR	
David Gomez	Yam
Bill Keese	Bul
Dan Waller	Bul
125 SR	
Terry Clark	H-D
Jim O'Neal	Ric
Mike David	Suz
250 JR	
Stan Blackburn	Hus
Dan Reeser	CZ
Don Irhy	Bul
250 SR	
Terry Clark	Hus
Mark Hovater	CZ
LeRoy Cushaway	Bul
360 JR	
Scott Frisby	Hus
Roger Hall	Hus
Mike Tucker	Yam
360 SR	
Joe Cushaway	CZ
Greg Johnson	Suz
Chuck Czerwinski	Mai

By Mike Anderson

THE SERIOUS COMPETITION SETUP
from BOYD & STELLINGS
COMPETITION MOTORCYCLE CHASSIS



COMPLETE CHASSIS KIT

Original Design — two years in prototype testing • Strong, durable, lightweight, 4130 chrome-moly tubing • Swingarm is aluminum alloy weldment constructed. High degree of tensional ridgidity at half the weight of a stock swingarm. (4 lbs. 8 oz. complete) • Simple fool-proof front fork rake adjustment 27° to 33° • Chassis tested & proven for moto-cross, flat track, & TT.

Kit Includes: • Chassis • Seat • Tank • Swingarm — Complete (Bearings, pin, chain guide, & chain tensioners & all fasteners) • 4130 Footpegs • Aluminum footpeg brackets (replaceable, no welding required) • Torque arm (for floating brake models) • Brake pedal • Adjustable crown with fasteners, adjusting screw & bearings • Frame comes either plated (type I Aircraft Cad.) or bare. 32 lbs. complete.

KAWASAKI, YAMAHA, SUZUKI, BULTACO, OSSA, & JAWA CZ.
2111 South Grand Ave. Santa Ana, Ca. 92705 (714) 557-3914

FREE WITH OUR CZ's

* 3 lb alloy tank
* Leak proof double Filtron
* Suspension tailored to YOU
* Storage stand
* CZ jersey
* Muffled pipe
* Plus the usual: folding pegs — jets — sprockets — tools — parts discount — AND post break-in servicing guarantee that

BIG BIKE SHOP POWER
4418 E. Chapman
Orange (714) 532-3634

Rickman
Complete 1972 line-up on display at the VALLEY'S LARGEST, MOST EXPERIENCED RICKMAN DEALER
KOLBE CYCLE SALES, INC.
22123 Ventura Blvd.
Woodland Hills (213) 348-7891

AJS PAY WINNERS
Riders of AJS Stormers who are winning their class (or overall) should write to Norton Villiers Corp. for details of our exciting Bonus Program.

TROPHY Pick Up
Each listing $1.00 per week.
Send to Cycle News, Box 498, Long Beach, Calif. 90801.

UNITED RACING ASSOCIATION — Thursday, June 1, 1972, 6-10 p.m. at Shakey's Pizza 19341 Saticoy, Reseda, Calif. (213) 885-6808. Take Ventura Freeway to Tampa North to Saticoy or at Funduro, June 18, 1972 at California City. Trophies not picked up by July 1, 1972 will be forfeited.

DIST. 35 POINTS LEADERS
AS OF MAY 5, 1972
Scrambles and Short Track
BANTUM BIKE — 0 to 125cc
Bill Johnson 261
Mike Keith 182
Jack Jones 168
Jack Martin 147
Curt Lange 135
Paul Anderson 132
Eric Gifford 124
Jim McCracken 110
David Mathews 109
Richard Delgado 107
SMALL BIKE — 126 to 250cc
Tom Francisco 212
Rick Reed 184
Jack Jones 149
Bruce Baesemann 119
Wayne Howard 101
Randy Griffith 89
Curtis Lee 89
Jerry Hammack 81
Dave Baker 74
Tim Phillips 73
LARGE BIKE — 251cc to OPEN
Sparkie Edmonston 137
Carrol Jackson 132
Lyle Moore 128
Jim McCracken 122
Jack Martin 116
Darrell McCaulley 106
Mike Keener 105
Earl Bachant 101
Harvey Bakker 93
Jim Lynch 79

BAKERSFIELD SPEEDWAY
Bakersfield, Calif.
May 17, 1972
By Sportphoto
HANDICAP MAIN EVENT
Les Chankey Jaw
Guy Waterson Jaw
Sumner McKnight Jaw
Steve Bast Jaw
Ed Williams JAP
Jeff Sexton Jaw
SCRATCH MAIN EVENT
Mike Bast Jaw
Rick Woods Jaw
Les Chankey Jaw
Steve Bast Jaw
HANDICAP CONSOL
Rick Woods Jaw
Larry Shaw Jaw
Mike Konle Jaw
Bill Cody Jaw
Don Castro Jaw
Dan Becker JAP
SCRATCH CONSOL
Larry Shaw Jaw
Sumner McKnight Jaw
Sonny Nutter Jaw
Don Cullum Jaw
2nd DIV MAIN
Jim Ashworth Jaw
Stan Miller Jaw
David Galvin Jaw
Mike Mesojednik Jaw
Jeff Sperry Jaw
Larry Earhart Jaw
FEATURE MATCH RACE
Steve Bast Jaw
Sonny Nutter Jaw

LAS VEGAS M.C. CLUB
May 14, 1972
By R. Miller
MINI-ENDURO 0-75
NOV/AM
David Farabi Yam
Paulette Wise Yam
Arthur DeLeon Yam
MINI-ENDURO 75-100
Mark Sharp Ste
Randy Jones Hon
Paul Gioeli Ste
100 NOV
Jerry McKinlay Suz
Gregg Smith Yam
Tony Boswell Yam
125 NOV
Kye Sideri Bul
Marc Peterson Pen
Robert D'Amora Yam
100-125 AM
Daryl Mason Yam
Scott Cannon Suz
Kevin Davis Yam
250 NOV
Tom Cross Puc
Bill Dockery Yam
Phil Koliske Suz
250 AM
Gary Standridge Yam
John Malone AJS
TOm Kyle Yam
250 EX
Tom Miller Bul
Bob Walling Bul
Fred Kimmel AJS
500 NOV
John Marroquin Bul
Larry Ruvo Hus
Dennis Farmer Suz
500 AM/EX
Jim Keeton Hus
Dennis Benson Hus
Richard Miller CZ

GRAHAM SPEEDWAY
Graham, Wash.
May 19, 1972
TROPHY DASH
J. Einarsson H-D
R. Skiver Tri
P. Marinacci Tri
S. Martin Tri
NOV MAIN
B. Tibbitts Bul
S. Mowat Bul
M. Baker Yam
J. Marinacci Bul
JR MAIN
J. Einarsson H-D
S. Martin Tri
F. Siegel Tri
D. Mangano Yam
EX MAIN
P. Marinacci Tri
R. Skiver Tri
T. Perella Nor
M. Elder Tri
J. Kiltoff Tri
J. Jones Tri

TRIALS
Pacific Inter. Trials Society
Carnegie Park, Calif.
May 7, 1972
By Monty Evert
EX
Lane Levitt 14-23
Steve Darrow 14-22
John Moore 37
AM
Bill Mark 51
Rick Schlgen 57
Elliot LaFrehiere 58
NOV A
Lane Condit 28
Steve Willett 30
Tupper Willett 31
Ron Erickson 31
Kim Proctor 32
NOV B
Joe Eckels Jr. 24
Cecil Mitchell Jr. 52
Fred Cameron 60
Dave Hill 63
Don Mitchell 67
MINI JR
Decon Smith 4
Andy Backstrom 5
Bob Saltz 7
Mike McKown 8
Rick Bygdnes 9

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
May 18, 1972
By Buzz Baty
MINI CYCLES
Todd Gibboney Yam
William Taylor Yam
Jerry Jones Yam
100 JR
Greg Blackwell Pen
Clay Musolf Yam
Neal Wycoff Yam
125 JR DIV I
Greg Byers Yam
Jeff Specht Pen
Frank Steiner Yam
125 JR DIV 2
Tom Bragdon Yam
Roger Oien CZ
Kelly Callaway Yam
125 JR DIV 3
Rick Valentine Yam
Tom Odem Bul
Clay Nettleton Yam
125 EX
John Volkman Bul
Mark Dobbs DKW
250 JR DIV I
Pat Killilea Hus
Mike Winters CZ
Mike Byers Hus
250 JR DIV 2
Dave Carlson CZ
Jim Latendresse CZ
Ed Gember Mai
250 JR DIV 3
Bob Maxwell Bul
Howard Kline Bul
Jim Smith Yam
250 INT
Mark Tyer Yam
250 EX
John DeSoto CZ
Richard Eierstedt Mai
500 JR DIV I
Shay Huffman CZ
Doug Brown Hus
Bob Fromme Mai
500 JR DIV 2
Randy Hoff Yam
Jim Douglas Yam
Mark Rawley CZ
500 INT
Bob Madden CZ
500 EX
Gary Griffing Mai
John DeSoto CZ

CMC MOTOCROSS
Lions Drag Strip
Wilmington, Calif.
May 19, 1972
By Buzz Baty
100 JR
J. Blix Hod
Steve Davison Pen
Fred Hoblit Pen
125 JR
Dennis Haile Bul
Don Hickley Bul
Marc Mermer CZ
125 INT
Will Harper Bul
Mike Ayala CZ
Rusty Thompson Bul
125 EX
Ray Lopez Bul
Lynn Stokey Pen
Chris Mogenson Bul
250 JR
Koridon Andrew Mai
Mike Richey CZ
Wayne Johnson Yam
250 INT
Jim Cunningham CZ
Don Draz Hus
Will Harper Bul
250 EX
John DeSoto CZ
Bill Payne Mai
Bob Hershey CZ
500 JR
Jon Ojala Hus
Jeff Jennings Yam
Greg Osborne CZ
500 INT
Ron McClellan CZ
Robert Morgan Hus
Mitch Leonard CZ
500 EX
Bob Hershey CZ
Dave Pessy Oss
Bill Payne Mai

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
May 17, 1972
By Buzz Baty
100 JR
C. Worcester Hon
M. Marinez Hod
T. Robertson Hod
125 JR
Mike Jenkins Suz
Dave Machado Yam
Marc Mermer CZ
125 INT
J. Bunn CZ
G. Elders Yam
Jim Hardesty Suz
125 EX
Jeff Wright Puc
John Volkman Bul
D. Carlson Yam
250 JR
Mike Purdy Mai
T. Bryant CZ
T. Judd Yam
250 INT
B. Henderson Yam
C. Forbes Mai
250 EX
Dave Pessy Oss
M. Horstman CZ
D. McCormic Oss
500 JR
W. King Yam
L. Peralta Hus
D. Schaffer CZ
500 INT
B. Stubbs Suz
W. Inman CZ
R. Reinhard Mai
500 EX
D. Pessy Oss
M. Todd Mai
A. Blain Kaw

PRO-AM MOTOCROSS
Wheelsport M.C.
Baldwin Moto-X Park
Lawrence, Kan.
May 14, 1972
By Lyle Fergus
250 & OPEN PRO
Douglas Sanger Mai
Robert Harris Bul
Mike Krebs CZ
Rick Kohout Hus
Craig Bills 125 Yam
125 SPORTSMAN
Thomas Doherty Yam
Kirk Howell Suz
Ron Faunce Yam
250 SPORTSMAN
R.D. VanBenschoten Bul
Elliot Wicker Suz
Keith Cobb Hus
OPEN SPORTSMAN
Jerry Cobb Hus
Tim Wolfe Hus
Kip Foster Suz

MOTOCROSS
Osteen Park, Calif.
May 21, 1972
By Don Benson
100 JR
Brian Myerscough Ric
Fred Willis Hod
Mike Jacobs Hon
125 JR DIV I
Gary Dillon Puc
Joe Donlevie Suz
John Myerscough Bul
125 JR DIV II
Robert Elliot Pen
Gary Campbell CZ
Jeff Powell Kaw
250 JR DIV I
Rick Varvel Gre
Ricard Rosada Suz
Roy Holsneimer CZ
250 JR DIV II
Mike Flanagan Yam
James Hunter Hus
Loren Hall CZ
500 JR
Gabe Gutirez Hus
Earl Reinoehl Mai
Pete Ketterhagen Yam
125 SR
Dave Kolbe Ric
Jim O'Neal Ric
Ross Maeda Bul
250 SR
Tilson Shumate CZ
Tim Battenschlag Mai
Jim Culwell CZ
500 SR
John Tackler CZ
Steve Sullivan Mai
Glen Hughes CZ

LODI CYCLE BOWL
May 13, 1972
By Ann Carr
100 NOV
Mike Rizzuto Kaw
John Madrid Suz
Mike Simms Kaw
100/125 JR/EX
Skip Aksland Yam
Skeeter Holland Suz
Dan Van Nieuwenhuyzen Yam
125 NOV
Mike Preston Suz
Bob Casey Yam
175/200 NOV
Wayne Matheny Bul
Russ Herring Yam
250 NOV
Dennis Rude Yam
James Mathers Bul
Ray Ford Bul
250 JR
Joe Klien Bul
David Burton Kaw
Ron Chesney Bul
250 EX
Gene Arnaiz Kaw
Alex Jorgensen Kaw
Jerry Kole Bul
350/500/650 NOV
Jack Scroggins Tri
Jack Nash Mon
Brian Davis Mai
350/500 EX
Jeff Davidson CZ
Mark Asbill BSA
Ray Huff Suz
350/500 JR
Tony Arnaiz Tri
Greg Asbill Yam
650 EX
Alex Jorgensen BSA
Bill Budde Tri

ASCOT PRO TT
Gardena, Calif.
May 22, 1972
15 LAP EX FINAL
Mark Brelsford H-D
Frank Gillespie Tri
Mike Haney Tri
Mark Williams Tri
Eddie Mulder Tri
Mert Lawwill H-D
Tod Sloan Tri
Charlie Thielke Tri
Doug Christopher Tri
Del Shurley Tri
Eddie Wirth Tri
Ted Longwith BSA
10 LAP JR FINAL
Gary Caldwell Tri
Rick Newby Tri
Tom White Tri
Ron Powell Tri
Tim Thomas Tri
Tom Horton Tri
Brian Laplante Tri
Alex Armstrong Tri
Larry Gino Tri
Steve Snider Tri
8 LAP NOV FINAL
Rick Hocking Bul
Jack Jones Suz
Jim Nichie Yam
Mike Renslow Bul
Bob Sanders Kaw
Dan White Yam
Art Carter Bul
Tom Heard Oss
Dick Hutchins Bul
Mike Dannell Bul
Danny Hockie Oss

TT SCRAMBLES
Perris, Calif.
May 13, 1972
By Elaine Jones
MINI-BIKE A
Wayne Rainey Hon
Jamie Oliver Mav
Carl Keeling Hon
MINI-BIKE B
Randy Bennett Hon
Rod Rainey Hon
Joey Perrett Kaw
MINI-CYCLE A
Ed Shipley McCul
Ricky Naymola Yam
Lonnie Clabaugh Yam
MINI-CYCLE B
Ricky Clubb Yam
Charles Perrott Suz
Ken Honore Suz
MINI-CYCLE C
Dylan Neihart Yam
Pat Richmond Yam
Luke Terry Yam
100 NOV I
Jim Wood Kaw
Dennis Turner Kaw
Derek Katanic Kaw
100 NOV II
John Karns Jr. H-D
Rob Rice Yam
Edward Beeson Yam
100 NOV III
Vince Mead Kaw
Steve Van Wormer Suz
David Anderson Kaw
100 A/E
Steve Bales Kaw
Marc Jones Kaw
Wayne Whisenant Kaw
125 NOV I
John Wetzel Yam
Steve Fortune Yam
Mike Drews Yam
125 NOV II
Eric Engen Yam
Steve Murray Yam
Randy Doyle Yam
125 A/E
Rex Hailey Bul
Tad Willis Bul
Joe Monohan Suz
175-200
Jim Wright Bul
Tom Avoian Oss
Mike Kelsey Bul
250 NOV I
Dave Racine Bul
Gary White Bul
John Colombero Yam
250 NOV II
John Lowe Bul
Richard Plueger Mai
Mark Mitchell Oss
250 NOV III
Mel Stoner Yam
John Monroe Suz
John Ashton Yam
250 A/E
Doug Mason Bul
Rick Hutchins Bul
Dennis Junker Bul
350 NOV
Brent Sanderson Yam
Jim Francis Kaw
Everett Keeiman Yam
500 NOV
Toby Stanford Yam
R.G. Stone Mai
D. Kent Wilson Mai
NOV MOTO
Casey Callender Suz
Shawn Huffman CZ
Joe Pearson Hus
650 NOV
Dean Mackelprang Yam
Fred Paxton BSA
Wes McGee Tri
A/E MOTO
Walt Foster Yam
Vince Graves Suz
Steve Waller Tri

ASCOT PRO HALF MILE
Gardena, Calif.
May 22, 1972
15 LAP EX FINAL
Mert Lawwill H-D
Dave Aldana Nor
Gene Romero Tri
Lloyd Houchins Tri
Frank Gillespie Tri
Mark Williams Tri
Mel Lacher Nor
Tom Rockwood Tri
Shorty Seabourne Nor
Keith Mashburn Yam
10 LAP JR FINAL
Tom Horton Tri
Ramon Perez Tri
Larry Gino Tri
Mike O'Brien BSA
Rex Barratt Tri
Joe Brown Yam
Brian Laplante Tri
Ron Powell Tri
8 LAP NOV FINAL
Randy Bailey Yam
Rick Hocking Bul
Mike Renslow Bul
Dave Lewis Kaw
Jack Vaughn Oss
Howard Lyngaard Yam
Mike Danneil Bul
Randy Searl Yam
Chris Smith Kaw
Jim Keener Yam

TITANIUM RACING PRODUCTS
The ultimate in light weight performance equipment
11591 Anabel Ave.
Garden Grove, Ca. 92643
(714) 530-6523

INCREASE POWER SILENTLY
db
$8.95 & $9.95 at your dealers
SOUNDMASTER by MASTER PRODUCTS
13948 LOS NETOS ROAD SANTA FE SPRINGS, CA. 90670
(213) 941-4916 or 944-4510
Brochure - 25¢

OTTO'S CYCLES of Hollywood
CZ Shifting shafts & spark plugs
PAL Spark plugs available now
5663 Santa Monica Blvd.
Hollywood, Ca. 90038
(213) 467-0035

BUDDHA
10960 HOLE AVE.
RIVERSIDE, CAL.
(714) 689-3166
BULTACO CEMOTO

AJS AL FOX
DESERT RACERS
Dist. 37 (Desert) Card Holders receive discount on parts at Al Fox. AL FOX motorcycle services, 437 So. Victory Blvd., Burbank, Ca. 91502. (213) 845-2740

OUR PIPES WIN SILENTLY
Robertson & Hershey prove it!
Mid-Valley
7550 Balboa Blvd.
Van Nuys, Cal. 91406
213 – 785-5336

HH
WE SELL MORE THAN HANDLEBARS
A complete department store of motorcycle accessories for you. Open 7 days.
house of handlebars
801 E ARTESIA, NO. LONG BEACH, CALIF. PHONE (213) 423-2064

John De Soto
CYCLE PRODUCTS
NOW
MACHINE SHOP * CERTIFIED WELDER
Repairs, tune-up, porting, honing, frame repairs and modifications.
All makes and models.
12883 Garden Grove Blvd.
Garden Grove, Calif. (714) 530-6601
Complete line of leathers, boots, jerseys, and everything for the dirt.
Authorized Webco Dealer

big T
moto-x racing LEATHERS
super light – 1¾ lbs
elastized crotch
velcro leg zips
RET. $75.00
BLACK WITH YELL/RED or YELL/BLUE
DEALER INQUIRIES: KNOBBY SHOP INTERNATIONAL
P. O. BOX 1592 LA JOLLA CA. 92037

AJS
RACING SPECIALISTS IN AJS & VILLIERS
(Family operated by Jack & Morris Malone)
Our MX Record for '71
ACA No. 1 250 Expert – USRC No. 2
CMC No. 56 – AMA Prof. Expert No. 70x
ACA "Tuner of the Year" –
Norton Villiers AJS Sales Award
Fast mail order on parts & accessories
stormers ltd.
8412 Katella, Stanton, Ca. 90680
(714) 827-2650
WE SHIP AJAY'S ANYWHERE IN THE U.S.

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Cal.
May 25, 1972
By Buzz Baty

MINI CYCLE	
Rob Rowell	Yam
Jerry Jones	Yam
Todd Gibboney	Yam
100 JR	
Ron Bragdon	Yam
Glenn Bowman	Yam
Tom Gildea	Ric
125 JR	
Greg Byers	Yam
Rick Valentime	Yam
Greg Gibboney	Pen
125 INT	
Bob Hoover	DKW
Shawn Huffman	DKW
S. Haislet	Yam
125 EX	
Ray Lopez	Bul
Ken Zahrt	Bul
Bruce Baron	Hus
250 JR	
Mike Winters	CZ
Bob Massey	Oss
Bob Maxwell	Bul
250 INT	
Bill Henderson	Yam
Mark Tyer	Yam
David Bakkadhl	CZ
250 EX	
Rex Staten	CZ
Bob Hershey	CZ
Rick Eirstedt	Mai
500 JR	
Randy Hoff	Yam
Rick Napier	Yam
Doug Brown	Hus
500 INT	
Brad Thompson	Mai
Rod Rockets	Hus
Paul Crawford	Hus
500 EX	
Bob Hershey	CZ
Gary Griffing	Mai
Greg Smith	Mai

SPEEDWAY
Bakersfield, Calif.
May 24, 1972
By Sportphoto

HANDICAP MAIN EVENT	
Kurt Lewis	Jaw
Ed Williams	JAP
Bill Cody	Jaw
SCRATCH MAIN EVENT	
Mike Bast	Jaw
Ed Williams	JAP
Mike Curoso	JAP
HANDICAP CONSOL	
Guy Waterson	Jaw
Dan Becker	JAP
Mike Curoso	JAP
SCRATCH CONSOL	
Larry Shaw	Jaw
Greg Haserot	Jaw
Don Cullum	Jaw
2nd DIV MAIN	
Steve Bonham	Jaw
Jeff Sperry	Jaw
Jim Doron	Jaw
Ron Stewart	Jaw
John Flanders	Jaw
Jay Carter	Jaw
FEATURE MATCH RACE	
DeWayne Keeter	Jaw
Jim Gresham	Jaw

CMC MOTOCROSS
Lions Drag Strip
Wilmington, Ca.
By Buzz Baty

100 JR	
J. Blix	Hod
D. Wholey	Yam
B. Stewart	Kaw
125 JR	
D. Haile	Yam
D. Hinckley	Ric
T. Baugh	Ric
125 INT	
W. Harper	Bul
M. Anderson	Yam
B. Blair	Bul
125 EX	
Chris Mogensen	Bul
Ken Cook	Bul
Ken Zahrt	Bul
250 JR	
G. Gracer	Hus
C. Lessell	CZ
K. Andrew	Mai
250 INT	
T. Claire	CZ
R. Nordyke	CZ
W. Harper	Bul
250 EX	
Bob Hershey	CZ
Bob Messer	Oss
Joe Johnston	Hus
500 JR	
J. Ojala	Hus
M. Hendrix	AJS
J. Jennings	Yam
500 INT	
R. McClellan	CZ
M. McLung	CZ
W. Inman	CZ
500 EX	
Bob Hershey	CZ
Gary Nixon	CZ
Dan McKee	—

AMA INDOOR RACE
Phoenix, Ariz.
May 19, 1972
By Randy D. Bailey

1st SEMI MAIN	
Pat Henner	Oss
Steve Hernandes	Oss
Joe Allen	Bul
Jim Davis	Bul
2nd SEMI MAIN	
Joe Henry	Bul
Neil McGregor	Oss
Steve Foster	Bul
Ken Dalla	Bul
RUN OFF	
Byron Boaz	Oss
Denny Kanegae	Bul
Martin Davis	Bul
John Dugan	Oss
TROPHY DASH	
Joe Henry	Bul
Steve Foster	Bul
Joe Allen	Bul
Pat Hennen	Oss
MAIN EVENT	
Joe Henry	Bul
Steve Foster	Bul
Pat Hennen	Oss
Ken Dalla	Bul
Neil McGregor	Oss
Joe Allen	Bul
Jim Davis	Bul
Bryon Boaz	Oss
Denny Kanegae	Bul
Steve Hernandes	Oss

A.C.A. WILLOW SPRINGS ROAD RACE
May 28, 1972
Willow Springs, Calif.

JR GP CLASSES	
50cc	
Randy Monroe	Tar
Lonny Singer	Ita
100cc	
Bob Young	Yam
125cc	
Jim Lester	Suz
Greg Park	Yam
175cc	
Harry Klemm	Duc
Tom Ross	Kaw
David Schoonmaker	Hon
250cc	
Cole Campbell	Yam
Wes Cooley	Gre
Bruce Longson	Duc
350cc	
David Racine	Hon
Joe Ikegami	Yam
Bud Keeley	Hon
500cc	
Charles Gulyash	Kaw
John Crossman	Suz
Tom Arnold	Suz
OPEN	
Gerhard Klemm	Nor
Frank Coker	Nor
Rance Bruce	—
SR GP CLASSES	
50cc DIV I	
Paul Wilde	Yam
100cc	
Frank Scurria	H-D
Norm Fraijo	Hon
125cc	
Steve Froschauer	Yam
Don Wicks	Yam
Colin Jones	Yam
175cc	
Whitney Blakeslee	Kaw
Kansas Annis	Hon
200cc	
Wes Cooley	Suz
250cc	
Pat Evans	Yam
Jun Yamaha	Yam
Steve Froschauer	Yam
350cc	
George Miller	Yam
Bruce Hammer	Yam
Barry Mayer	Yam
500cc	
Steve McLaughlin	Hon
Dick Kilgroe	Kaw
John Serra	BSA
OPEN	
Bob Endicott	BSA
Dennis Pegelow	Kaw
Bob Nelson	Nor
PROD CLASSES	
50cc	
Lonny Singer	Ita
Paul Long	Ita
100cc	
Paul Wilde	Yam
Dennis Ruminer	Hon
Bruce Martin	Yam
125cc	
Greg Park	Yam
Jim Lester	Suz
175cc	
Bob Nelson	Hon
Dave Schoonmaker	Hon
200cc	
Rayburn Johnson	Suz
Donald Unger	Bri
250cc	
Fred Walti	Yam
Art Friedman	Yam
Dennis Jones	Oss
350cc	
Dick Fuller	Yam
Barry Roberts	Yam
D.J. Spisak	Ka
500cc	
Jay Morran	Kaw
Charles Gulyash	Kaw
John Crossman	Suz
OPEN	
Bob Endicott	Hon
Reg Pridmore	BMW
Dennis Pegelow	Kaw

RAT RACE II
May 21, 1972

Dave Klohr	Hus
Bill Wadlow	CZ
Jerry Black	Hus
G. Weatherwax	Yam
J. Polujancewiz	Yam
W. Camron	Hus
Ronald Pinion	Yam
David Riker	Suz
John Tadla	Hus
J.Fagerquist	Hus
James Bean	Suz
D. Raymond	Hus
T. Zoeller	Hus
Ronald Marx	Oss
Jim Rucker	Bul
C. Ahuero	Yam
Don Thulin	Hus
S. Andersen	Yam
A.J. Anderson	Suz
Gary White	Suz

MASTER LINKS
Four Corners, Calif.
May 28, 1972
By Alice Rhea

OVERALL	
Steve Holliday	Yam
Whitey Martino	Hus
Rich Marsh	Bul
Wes Anderson, Jr.	CZ
Morris Norman	Hus
Larry Pfutzenreuter	Bul
Mike Patrick	Yam
LeRoy Davis	Hus
R.R. Russell	Hus
Jerry Jones	Hus
Steve Kirk	Mon
Art Knapp	Hus
1st DIV II EX	
Gregg Hawks	Puc
Jeff Jeffries	Yam
TRAIL EXPERTS	
Mitch Mayes	Baj
Larry Roseler	Baj
AM	
Dick Harris	Hus
Don Finley	Suz
A.C. Bakken	Bul
Ed Segler	Hus
Dave La Praik	AJS
Benny Padilla	Hus
DIV II AM	
Dale Conner	Yam
TRAIL AM	
Rudy Abele	Baj
Dean Modessett	DKW
NOV	
Bryan Brecker	Hus
Bob Issey	Oss
Dale Rhea	Yam
Jeff Fries	Hon
Don Urbanek	Yam
FIRST GIRL	
Sandy Termin	Yam
TRAIL NOV	
Darren Kelsey	DKW
Joel Semple	Baj
Bob Lee	Hod VT
Steve Wagner	Baj
Criag Kerdus	Ric

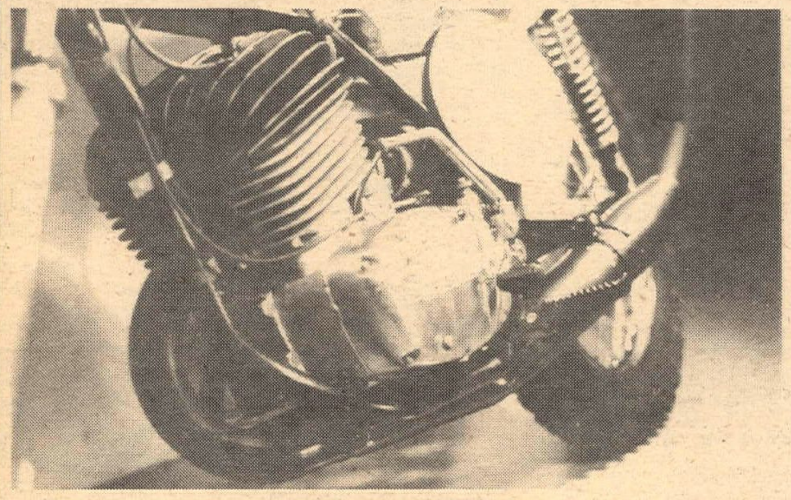
BERKSHIRE TRIALS

Gold Medals			
125 CLASS			
Dane Leimbach	Pen	0	1440
Jack Penton	Pen	0	1238
Tom Penton	Pen	0	1179
Bill Uhl	Pen	0	1326
250 CLASS			
Robert Fielding	Yam	0	1365
Bob Thompson	Oss	0	1374
Jeffrey Penton	Pen	0	1399
Ron Bohn	Hus	0	1163
OPEN CLASS			
David Mungenast	Hon	0	1514
John "Jake" Firscher	Hus	0	?
Buck Walsworth	Oss	0	1471
Silver Medals			
125 CLASS			
DOug Wilford	Pen	8	
Paul Lussier	Pen	6	
Ted Dean	DKW	20	
Jeff Smith	Bom	16	
Bren Moran	Pen	18	
Eric Baer	Pen	4	
250 CLASS			
Malcolm Smith	Hus	0*	
Gerald Pacholke	Puc	6	
Ray Kussmaul	Pen	14	
Seppo Makinen	Kaw	17	
* Too many bonus points			
OPEN CLASS			
Don Metz	Yam	9	
Jerry Dugan	Yam	17	
Stan Rubottom	Hus	23	
Edward Ortome	Hus	17	
David Eames	Yam	15	
Bronze Medals			
125 CLASS			
Brian Inman	Hon	31	
Gordon Razee	Pen	118	
Paul Valovic	H-D	77	
Dale Barris	Pen	85	
Phil Rader	Pen	162	
Raymond Terwilliger	Hon	75	
David Hull	Puc	76	
William Collins	Hon	50	
Joseph Curti	Pen	103	
125 CLASS			
Phil Oliver	Suz	84	
Ronald Greene	Pen	40	
H. Clark	Hon	113	
250 CLASS			
Hank Hale	Yam		
Kenneth Ives	Hon	57	
Peter Sullivan	Bul	36	
Paul Boisvert	Bul	132	
Bill Van Buren	Gre	28	
Mike Shinners	Bul	64	
Owen Christman	Bul	138	
Hal Graham	Hus	87	
Frank Piasecki, Jr.	Hus	46	
Joe Carson	Mon	53	
Helmut Clasen	Oss	55	
Ray Boasman	Oss	43	
Matt Weisman	Pen	41	
John Cygnor	Oss	122	
Don Austin	Bul	107	
Hugh Lim	Oss	108	
Ronald Gluck	Bul	39	
Roy Ward	Yam	109	
David Sanderson	Hus	95	
Peter Sercombe	Bul	84	
OPEN CLASS			
David Charleville	Hus	127	
Gerald Dinnen	Hus	58	
John Russotti	Bul	97	
TRADE TEAMS			
Penton Imports	300		
Husqvarna A Team	500		
Team Nash (Hus)	512		
Greeves	640		
Dalesman	727		
Ossa	787		
Yankee	846		
Action Cycle	910		
Manley/Kawasaki	917		
Nat'l. MZ	974		
Ducati	1120		
CLUB TEAMS			
Bohn's Husqvarna Club	46		
Amherst Meadowlarks	226		
Rhody Rovers "A" Team	526		
Rams No. 2	536		
Suburban Cycles	690		
Steel City Ossa Riders	767		
Central Cycle No. 1	770		
Rams No. 1	788		
Connecticut Ramblers 1	788		
Nortown M.C.	815		

EXTRAS **FREE** EXTRAS

FOR A LIMITED TIME ONLY
BUY YOUR NEW 250 OR 400 CZ
FITTED WITH REPLICA OF ORIGINAL
FACTORY PROTOTYPE

SUNBURST HEAD



Also at no extra charge
* Steel Cast Folding Footpegs
* Exhaust Silencer
* Filtron Air Cleaner
* Extra Sprockets
* Extra Carburetor Jets
* Tool Kit
* Nylon Motocross Riding Shirt
* Motocross Gloves
* Courtesy Parts Discount Card

OPTIONAL.....
50% Parts Discount on FEMSA Transistorized Ignition and Akront Alloy Rims if Fitted Upon Delivery.

SOUTH BAY MOTORCYCLES
2001 W. Artesia
Redondo Beach, Calif. 90278
(213) 379-3344
JAWA - CZ - KAWASAKI - NORTON
(WE SHIP ANYWHERE IN THE U.S.A.)

R.A.C.E. at Corona

By Buzz Baty

CORONA, CAL., May 25, 1972 – Corona Raceway's third Thursday night of motocross racing and their second Thursday night guarantee of $300 minimum purse exceeded all expectations. Over two hundred riders set up in the spacious pits for a night of WFO racing.

This two hundred plus included thirty-seven of the southland's top Experts. Since it's a guaranteed $300 minimum, the thirty-seven Experts so encouraged the Corona Raceway management, that they boosted the purse to $400 for tonights racing. This in turn stoked the fires of competition and the racing in all three Expert classes was out of sight.

Ray Lopez of Lawndale put on the best series of motos I've ever seen the Bultaco pilot ride. He totally zapped the field in the first moto, running away and hiding. In the second moto, it was a race-long duel with Ken Zahrt of Woodland Hills on another Bultaco. It came right down to the wire with as many as six lead changes on the last lap, with Lopez making the last pass and holding it for his second win of the evening.

Bruce Baron was riding a brand new 125 Husky, and it took Bruce a while to get the course and the bike working together. Bruce has considerable talent and by the third moto, he was right in there,duking it out with the leaders. But again, Ray Lopez prevailed, taking first overall to Ken Zahrt's second, and Bruce Baron's third.

The Candy Man, Bob Hershey, made the Corona scene tonight with his pair of Mid-Valley sponsored CZ's, and for a while it looked like the Candy Man might score a double, riding in the 250 and 500 Expert classes. He scored a first overall in the 500 allright, over the Maicos of Gary Griffing and Santa Ana's Greg Smith.

Hard charging, CZ-mounted Rex Staten and Maico-mounted Rick Eirstedt let Hershey know he was in a race, early and often in the 250 Experts. Rex took first overall, with Hershey working hard for second spot as Eirstedt took third.

(Results on page 40)

CMC at Ascot

By Buzz Baty

WILMINGTON, CAL., May 26, 1972 – The ecstasy of victory and agony of defeat, as well as the ecstasy of near victory, was never more apparent than here at the world famous Lions Drag Strip tonight. Bob Hershey scored another double, winning the 250 and 500 Expert classes for what seems like the umpteenth time.

Tim Hart unloaded three Maicos from his van tonight, one for each class. 125, 250, and 500. But before the evening was half over, Tim had crashed hard three times, and each time he crashed he did so because of a previously injured ankle that simply can not obey his commands for control.

With each succeeding crash, it became obvious that Tim better take some time off and let that leg heal before he injures it to the point of no return. There is really no pleasure in seeing a rider like Tim Hart, who has brought so many thrills and so much pleasure to fellow competitors, fans and this writer, crash three times in three races.

Take a little rest Tim, try it, – you'll like it.

The young Mr. Nixon kicked hell out of ole Buddha's gong tonight, and when the gong stopped ringing, Gary had a spot at the pay window for the first time in his short career as an Expert and walked away with one of those Lions checks for second overall. Dan McKee of Huntington Beach took third overall.

(Results on page 40)

DEALER & SERVICES DIRECTORY

For listing here write Cycle News, P.O. Box 498, Long Beach, Cal. 90801 or call (213) 427-7433 (ad dept.) Each individual listing $100.00 per year (50 issues).

CALIFORNIA

ANAHEIM

ROBERT M. LAW M/C SALES AND SERVICE. Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. "W. specialize in after sales service. Triumph, Yamaha, Greeves. Ope Friday till 9 p.m.

ANAHEIM FAMILY SPORTCYCLE, 740 N. Anaheim Blvd., Anaheim, Ca. 92805. (714) 772-3080. Suzuki sales & service. Bultaco & Sachs service. Parts & accessories galore. Complete M/C apparel department. Pick up, service and machine shop. E-Z financing, no down, up to 36 months. Open evenings 'til 9 and Sunday 10—5.

BELLFLOWER

BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam

CANOGA PARK

INTERNATIONAL M/C CO. — 7233 Canoga Ave., Canoga Park. (213) 346-3700. 100's of used parts. Dyno tuning all makes. Precision Machine Shop — Honing & Boring. Tri., Yam., Hod., Moto-Beta.

COMPTON

CUSTOM CITY SPORTS CENTER. Sales & Svc. Yam., Mini-bikes, Totegotes, m/c trailers, cust. acces. See us before you deal, buy, sell, trade. 15721 S. Atlantic, Compton, 635-8058. Hours: Sun. 11-5, Mon. & Fri. 9-9, Tues., Wed., Thurs. 9-7, Sat. 9-5.

CULVER CITY

TED EVANS Motorcycle Sales and Service — Complete line of accessories for Triumph, Yamaha, Bultaco, Maico, Rickman, BSA, Jawa and CZ. Street and speed tuning our specialty. Open daily from 9 to 6, Sat. 8 to 5, closed Sun. & Mon. 13347 W. Washington Blvd. (213) 390-3406.

EL MONTE

SUZUKI EL MONTE — SUZUKI EXCLUSIVELY. Sales, service, parts and accessories. 'GYT' Kits sold & serviced. Mail order parts dept., service manuals, 10735 Garvey Ave., El Monte, Calif. 91733. (213) 579-2360. Mon.-Sat. 9—7.

FREMONT

CYCLE CENTER STORES No. 2 — 37422 Fremont Blvd. Phone: (415) SY 3-7311. Honda, Maico, Triumph. Motorcycle Insurance. Taco & Bonanza Mini-bike. 100% financing on approval of credit. Difficult Customers are a Challenge!

CYCLE CENTER STORES No. 3 — 37418 Fremont Blvd. Phone: (415) SY 2-0111. Suz., Kaw., Hodaka, BSA, Penton, Montesa. Motorcycle Insurance, Taco & Bonanza Mini-bikes. 100% financing on approval of credit. We welcome difficulty in Customers.

FULLERTON

TOWN AND COUNTRY CYCLE — Suzuki, Puch and Norton. Sales, service, parts and accessories. Open 7 days. 411 South Brookhurst, Fullerton, Calif. 92633. (714) 871-2460.

GARDENA

HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Also a full line of KAWASAKI M/C's, Parts and Access. We handle M/C Insurance too! Come in or call for further info.

HAWTHORNE

CB MOTORS — Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports: We fill the bill. Charlie Hockie & Bill Thorwaldson. 13537 Crenshaw Blvd., Hawthorne, Cal. (213) 679-6550.

THIS SPACE RESERVED FOR YOUR DIRECTORY LISTING

HOLLYWOOD

HOLLYWOOD YAMAHA — 860 No. Highland, Hollywood (213) 466-3404. Only authorized Yamaha Dealer in Hollywood. Parts, service and Sales are open 7 days a week. Full line street & dirt access.

INGLEWOOD

Intensified CROWELL CYCLE SHOP, Ossa, Hodaka, Maico, Moto-Guzzi. Complete parts & service. 10427 Prairie Ave., Inglewood, Cal. Ph. (213) 673-5562. Hours: Mon.-Fri. 9-6, Sat. 9-4.

BILL KRAUSE SPORTCYCLES. The M/C department store. 1257 S. La Brea, Inglewood, Calif. 90301 — (213) 671-0405. Authorized dealer for HONDA, TRI., YAMAHA and GREEVES. Sales—Service—Parts—Insurance.

LA HABRA

LE BARD & UNDERWOOD, 321 E. Imperial Hwy, La Habra, phone (714) 879-8252 or (213) 691-0553. Sales, Service, Parts & Insurance. Honda, BMW, Kawasaki, BSA & Triumph.

LA PUENTE

MOTO GUZZI, DUCATI 450 MX, HODAKA. Sales, Parts, Service. Open 9:30-7:00 p.m. Tues.-Sat. Motorcycle Supply, 14824 E. Valley Blvd. Ph: 336-8815.

LOMITA

HARLEY-DAVIDSON OF LOMITA — 2 miles west of Harbor Fwy. at 2212 Pacific Coast Highway, between Crenshaw & Western. Authorized H-D dealer for So. Bay Area. A beautiful well stocked store for your needs (H-D only). Tues.-Fri., 8:30-6:00, Sat. 8:30-5:00. (213) 534-5530.

LONG BEACH

HARLEY-DAVIDSON OF LONG BEACH — 3654 Long Beach Blvd. 426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Comp. riders. Top quality service, fully equipped svc. dept. Open Tues.-Fri. 8-6, Sat. till 5.

JOE KOONS SALES & SERVICE — BSA, BMW, Suz. and Vespa. Full parts & access. for all makes. Large qual. service dept. fully staffed with trained mech. Bring in your bike and see what we can do. 1350 E. Anaheim, Long Beach, 591-7159, open Mon. thru Sat. 8-6.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Hwy., Long Beach (213) 436-0158. "Best service available, specializing in tune-ups." Tri., Kaw., Moto Guzzi and Duc.

MANHATTAN BEACH

CHAMPION YAMAHA, 708 Sepulveda (Coast Highway), (213) 379-2468. Sales and parts open 7 days a week, 9 to 9 Monday thru Friday; 9 to 6, Saturday and Sunday. Service dept. open Monday thru Sat. All major credit cards accepted.

MONTEBELLO

STEVE HURD MOTORCYCLES — Kawa., Maico, Greeves & MZ. Service & Parts for what we sell. 1405 Olympic Blvd., Montebello. (213) 724-0466.

MONTEREY PARK

ED KRETZ & SON CYCLE SHOP, 417 E. Garvey Ave., Monterey Park. AT 0-8244. Tri., Hon., BMW and Suz. Complete parts & service. Expert tuning & mech. work.

MT. VIEW

SONNY KENYON'S CYCLES. Let experienced competitiors care for your bike. Race tuned specialtist, we work on most makes. Bultaco and CZ. Parts, Sales, and Service. Mail order for Bultaco and CZ Parts and Accessories. 2594 Middlefield Rd. (415) 961-4399.

NO. AMERICAN CONTINENT

NORTH AMERICAN IMPORTS. Mavrick Shocks, Hodaka Transistorized Ignitions, Akront Alloy Rims & Stainless Steel Spokes. Free literature upon request. 2325 Caro Gordo, P.O. Box N, Mojave, Cal. 93501.

NORWALK

JENKINS SPORT CENTER INC. Authorized dealer for Yamaha, Rickman Metisse, Hodaka, Gemini-SST. Largest selection of bikes, parts and accessories in the area. Open 9-6 except Sundays. 13200 San Antonio Drive, Norwalk, Calif. 90605. 213-868-9997. (At the Santa Ana Fwy.)

OAKLAND

COLISEUM CYCLE & ACCESSORY CO. — Kawasaki Sales & Service. Complete accessories, clothing dept. Custom work: "Kawasaki specialists. Factory trained mechanics." Open 9-6 Mon. thru Fri., Sat. 9-5. 3958 E. 14th St., Oakland 94601. (415) 534-5461. President: Howard Self. All riders welcome!

NELSON BROS. — Honda, BMW, Husqvarna, Penton sales, repair & shop service. Established since 1948. Extensive parts & accessories depts. Complete insurance & financing facilities. "We stand behind our products & service." 4500 E. 14th St., Oakland 94601. (415) 532-3677.

PACOIMA

CASEY'S CYCLE REPAIR — Triumph — B.S.A. — Bultaco — Hodaka. Svc. for most, complete machine shop. Open Tues. thru Sat. 9—6 pm. 10249 San Fernando Rd., Pacoima. Phone: (213) 899-9519.

REDWOOD CITY

A&A MOTORS — Parts & speed equip., sales & service for Yam , Bul., Hod., Mai., and Nor. Also complete machine shop, heliarc welding, pickup & delivery and mail order service. 2771 El Camino, 94061. (415) 366-3814.

SELBY MOTORS — 346 El Camino Real, 94062, (415) 369-4112. Largest stock of tires & accessories. We have the parts for Kaw., Suz., Montesa, BSA, Rickman and BMW. Easy pay ins. and honest deals that we stand behind. Largest M/C and parts. inventory in the Bay Area. Mail order. Open Thurs. 9-9.

RICHMOND

J.K. CYCLE INN — 12545 San Pablo Ave., Richmond, CA 94805. (415) 235-6505 or 235-7211. "GOOD STOCK OF HARD TO GET PARTS." 4.2 GAL. FIBERGLAS HUSKY TANKS. WE HAVE EVERYTHING — EVEN MOTORCYCLES THAT WILL JUMP 144 FEET. HOME OF SUPER JOE AND MANY OTHER SUPER STARS.

SANTA ANA

ROY'S M/C SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Triumph, Kawasaki. (714) 531-0742.

IRV SEAVER M/C — BSA, BMW, Suzuki Ossa, Yankee. 2402 N. Main, Santa Ana. (714) 542-8691.

SANTA MONICA

CALIFORNIA KAWASAKI — selling Kawasaki's exclusively. Complete supply of parts and accessories. Race proven Service Department. Open 7 days — Mon. thru Sat., 9-8 — Sunday 10-6. 3009 Lincoln Blvd., Santa Monica, Calif. 90405. (213) 392-4131.

THRIFTY LAD HONDA — Selling Honda EXCLUSIVELY. Huge supply of Honda parts plus accessories for all makes. Expert repair service for all makes & models. Open 7 days a week. 8 a.m. to 6 p.m. 2411 Lincoln Blvd., Santa Monica, Ca. 90405. Phone (213) 392-3066.

STOCKTON

COLEMAN'S — 1545 E. Miner Ave. (209) 466-5872. Husqvarna, Penton. Motocross and Enduro equipment for all terrain type riding.

TORRANCE

HOCKIES MOTORCYCLES — Sales & svc. 22025 S. Figueroa St., Torrance. Harbor Fwy. — Carson St. turnoff. (213) 328-1242. Gre., Yankee, Ossa, Hod., Bultaco. Also used bikes. Best parts supply in town. We service what we sell. Complete mach. shop — Exp. tuning & mech. work. Hours: 10-7. Closed Sun. & Mon.

HONDA OF TORRANCE — 18411 Hawthorne Blvd., Torrance, Ca. 90504. (213) 371-7533 or 772-1823. Only authorized Honda dealer in the Torrance area. Parts and sales open 7 days; service open 6 days. Parts & accessories are our business. M/C insurance. Free local pick up. M/C trailers. Honda generators. Largest outdoor display in the area. Bank financing.

WEST LOS ANGELES

PETE JOSEPH'S HOUSE OF YAMAHA — BSA, BMW, Bultaco and Yamaha sales, service & parts. Custom painting & bike customizing. No down payment O.A.C. Open Tues. thru Sat. 8:30-6:00. "Where the stars buy their 2-wheel cars." 11975 Santa Monica Blvd. 1 mile west of San Diego Fwy. Call (213) GR 3-6717 for pickup and delivery service.

WHITTIER

WHITTIER HARLEY-DAVIDSON — Full line new & used motorcycles, parts & serv. dept. Lots of conversation while we serve you and FREE coffee. 7930 S. Greenleaf. (213) 693-9114. Open Mon.-Sat. "Nixon's Home Town."

WILMINGTON

A A MOTORCYCLE SALVAGE 819 W. Anaheim, Wilmington, Ca. 90744. Motorcycle wreckers. 7 blocks east of Harbor Freeway on Anahiem. Large selection of parts & accessories, new & used, chrome. Phone: (213) 834-8771.

WOODLAND HILLS

KOLBE CYCLE SALES, INC., 2 locations, 22123 Ventura Blvd., Woodland Hills, and 7514 Reseda Blvd., Reseda, (213) 348-7865 and (213) 345-7616. Honda, Hodaka and Rickman Metisse. Sales, Parts and service.

COLORADO

COLORADO SPRINGS

SPORT CITY — Kawasaki Specialists. 715 West Brookside, Colorado Springs, Colorado 80906. Phone (303) 471-1377. Member of MIC.

SERVICES

BOLTS & NUTS

THE BOLT KING — 6057½ San Vicente, Los Angeles, Ca. 90036. The most complete range of motorcycle bolts and nuts in the U.S. Japanese manufacturers' factory direct warehouse. Write for catalogue.

STEEL SHOE

Ken Maely THE ORIGINAL SHOEMAN custom made to order $29.95. Established 1950. Don't settle for a cheap imitation of my product. Rt. 2, Box 758, Corona, Calif. 91720. (714) 735-0540.

STEEL SHOES BY WEAVER — the steel shoe that is the best in the West, for the people who need the best, with NO B.S. $19.95. Send boot or cut-out to Bob Weaver, North West Sho 3405 Wetmore, Everett, Wash. 98201. (206) 252-2924.

FRAMES

TRACKMASTER RACING FRAMES, 18548 Parthenia Street, Northridge, Calif. 91324. (213) 349-9024. One week delivery after order received.

FIBERGLAS ACCESSORIES

THE FIBERGLASS WORKS — 328 Ingalls St., Dept. CN, Santa Cruz, Ca. 95060. Phone (408) 426-7305. Custom — Competition — Motocross — Replacement Tanks — Seats — Fenders — Complete Mail Order Service — Custom Painting. Dealer Inquiries Welcome. Send $2 for 64 page color accessory catalogue.

HELMETS

HELMET HOUSE LTD. — Complte line of helmets and accessories. Immediate delivery, we pay freight. Write or phone — collect. (213) 479-4383. 12010 W. Pico Blvd., Los Angeles, Cal. 90064. Or come in — 10 to 5 daily, Sat. 10-6, Sun. 3-6.

INSURANCE

"THE MOTORCYCLE INSURANCE WRITER" since 1937. Fire, theft, comp. P.D. & B.I. individual motorcycle insurance and Dealer insurance. JOHN MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. 836-5211.

EXHAUST SYSTEMS

BOB BAILEY MFG. Expansion Chambers, Silencers and Peace Pipes for all makes and models. Custom pipes built to order. 17124 Western Ave., Gardena, Ca. 90247. (213) 327-8538. Open 9-5 weekdays.

M/C's & PARTS

JIM'S CYCLE SHOP "Used parts Hdq. in the West." We buy and sell used motorcycle parts, cust. tanks and wheels. Chrome exch. Used M/C's. Sales and Repairs. Batteries and tires. 15 years same location. 11155 Atlantic Ave., Lynwood. NE 2-4298.

LEATHER APPAREL

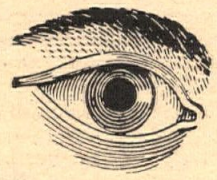
CUSTOM MADE motorcycle apparel. Number changes, alterations and zippers replaced. Clarice Amberg, ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: (213) 564-7150. Open 8 a.m. to 4:30 p.m. Mon. thru Fri. By appointment only Saturday. Evening appointments available.

OILS & ADDITIVES

"BLENDZALL" and "EXCELZALL" "World's Finest". Join the Winners! Dealers Inquiries Welcome: Blendzall Corp., 1433-37 First St., Escalon, Calif. 95320. Phone: (209) 838-7912.

DEALERS: Customers keep coming back for Cycle News! To order the newspaper for your store, call Cycle News Circulation Manager 213-427-7433. Both display and outside vending racks now available.

Cycle News ADVERTISERS INDEX



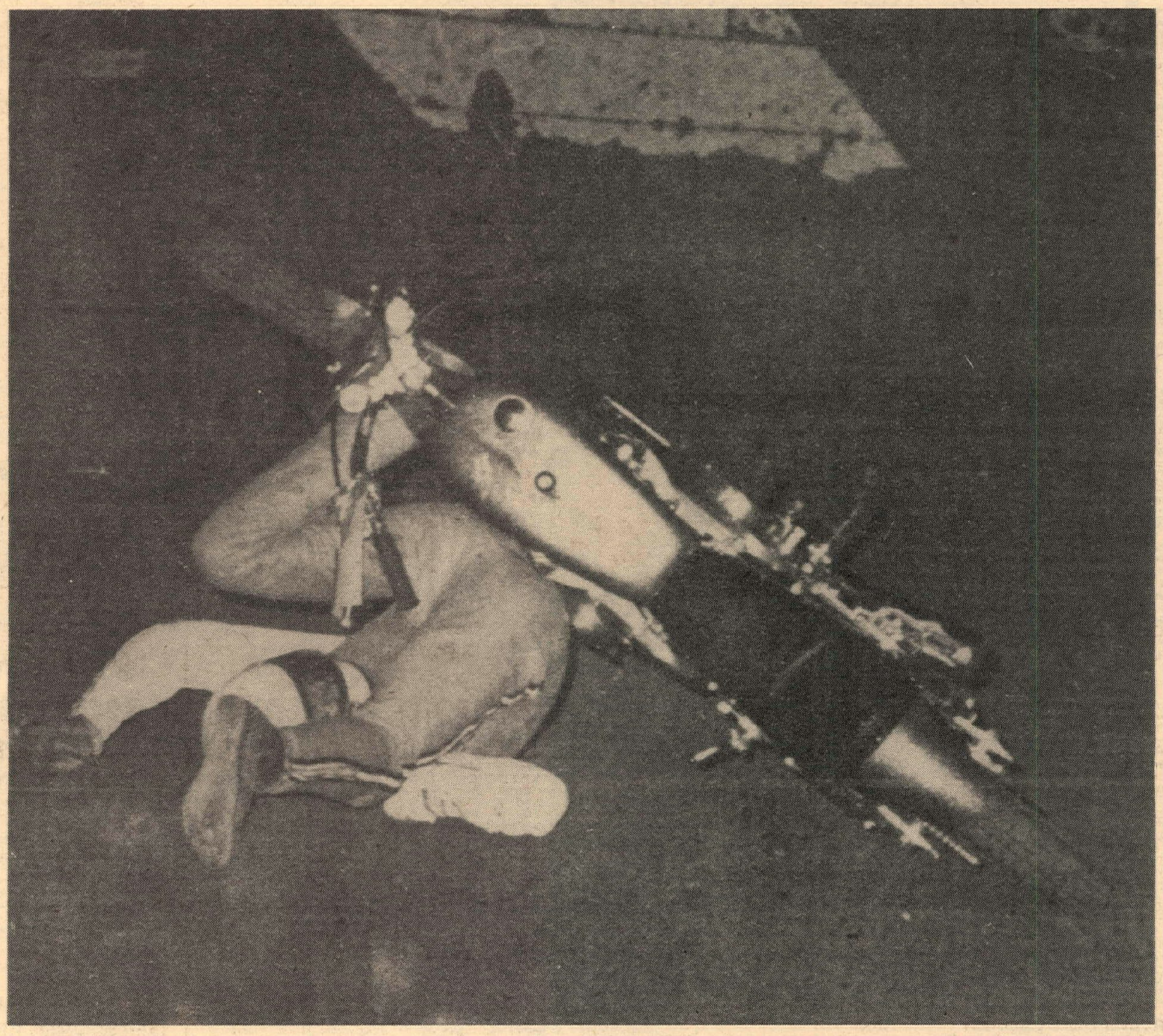
(W.A. - Display ads in the Want Ad section)

A & A Motors 29
ACA 39
ACK Products 29
A.M.X.T. 29
Accessories Unlimited 17
Ace Signs 34
Action Cycle ....WA
Alhambra Yamaha ....WA
American Motocross 27
American Motocross Club, Inc. 38
American Puch 13
Anaheim Family Sportcycle 27
Ashland Chemical 26
Ascot Park 39
BMW Specialties ....WA
BN Supply 27
B.S.A. Motorcycles 48
Gary Bang ....WA
Bassani Manufacturing 35
Bates Leather Shop 21
Bay Area Bultaco 28
Michael Bender & Associates ....WA
The Bike Shop (Orange) 40
Blendzall Corp. 21
The Bolt King 35
Boyd & Stellings 40
Buddha Enterprises 41
C & M Specialties 29
CMC 39
Cal Competition Products 28
California Motor Racing Enterprises 36
California Racing Club 38, 39
Carabela Motorcycle Corp. 19
Cole Brothers ....WA
Coliseum Cycle 29
Competition Chemical 36
Competition Cycle Products 27
Competition Service, Inc. 23
Cooper Motors 35
Corona Raceway 38
Cosmopolitan Motors 26
Crowell Cycle ....WA
The Cycle House 11
Cycleland 22
Cycle News
Dealer Directory 43
Regularly Scheduled Events 38
Trophy Pick Up 40
AMXT Calendars 29
Trail Book 36
Subscription Info 8
Want Ad Info 44
Display Ad Info 26, 28, 35
Hot Hat Info ....26, WA
Cycle News Products 29
Competition Guide Book 32
Cyclepath Motors 20
D & J Suzuki 27
D & R Cycle 34
D & S Motorcycle Carriers 28
Darkhorse Kolor 34
Jim Davis 36
Desert Racing Association 39
John DeSoto Cycle Products 41
Downen's Cycle Center ....WA
Draco's Motorcycles 26, 27
Endura Vitamin Distributors 26
Ted Evans Motorcycles ....WA
Frelan, Inc. 35
Grand Prix Cycles 22
HRL Lubricants 34
Hacienda Sports Cycle 20
Torsten Hallman Racing, Inc. 27
Hascott Motorcycle Accessories 28
Helmet House 34
Hercules Distributing ....WA
Hilltoppers M.C. 38
Holiday Wheels 23
Hooker Headers 22
House of Handlebars 41
Jim Hunter Motorcycle Repair ....WA
Indian Dunes 38
International Cycle House 21
Injunol Corp. 36
Jeeco Products ....WA
John's Racing Cycles 34
K & G Engineering 26
Kar Cycle ....WA
Klocker Sales & Service 34
Knobby Shop International 41
Kolbe Cycle 40
The Leather Shop 21
Leisuretech, Inc. 28
Lions Drag Strip 39
Joseph Lucas North America Inc. 7
M.O.R.E. 27
MX Precision ....WA
Master Products 41
John Maynard Insurance 34
Mettco 36
Mid-Valley Cycles 41
Montana Motor Works ....WA
Murrell's Motorcycles 29
NGK Spark Plugs 15
National Technical Schools 22
Nelson's Motorcycles ....WA
Nick Nicholson Motors 27
Norton Villiers Corp. 40, 41
Omega Oil 27
Orange County Cycle (West) ....WA
Osteen's Park 38
Othman Distributing 34
Otto's Cycles 41
PG & Ned's Cycles 17
Pabatco Distributing 17
Pacific Jawa 23
Penton Central 28
Penton West, Inc. 16
S. Harris Pinsky 28
Poppy 36
Precision Cycle ....WA
Priddy Pipe Shop 21
Pro-Am Products 22
Pumfrey Bultaco 27, 34
R & B Cycle Repair 35
Racing Action Team (R.A.T.) 39
Rawhide Park 38
Reo Enterprises 26
Ed Rowe Motorcycles ....WA
Saddleback Park 39
Scramblers Motorcycles 26
Scuderia ....WA
Selby Motors 29
Smuggler Trailers 35
South Bay Motorcycles 42
Southland Cycle ....WA
Spectrum Productions 16
Sportsman Racing Association 39
Steve's Bultaco ....WA
Stormers Ltd. 41
Suzuki City 17
TDC 28
Temple City Kawasaki 26
Tiger Distributing 35
Titanium Racing Products 41
Thrifty Lad Honda ....WA
Town & Country Cycle ....WA
Triumph Suzuki Motors ....WA
Trophy Cycle 29
Valerian's Two-Cycle City, Ltd. 20
Venolia Forged Racing Pistons 20
Bill Walters Leathers 23
Webco Inc. 26
West Cycles 35
Westminster Sportcycle 34
Wheelsmith Engineering ....WA
Warren Wilson Motorcycles 27
World Cycle ....WA
Yamaha of Corona 28
Yamaha of El Monte ....WA
Yamaha of Fontana 35

want ads

BAZOOKA PETE SAYS:

"I was having some very BAZarre (get it?) handling problems with my Carumba 250. I checked the CYCLE NEWS want ads and found 'Fritz the Frame Bender.' Shades of the Big Dipper! He got that old 'Umba handling fine. Now all I have to do is find a podiatrist who does skid shoe extractions."



If you do something that's really neat, why don't you tell everyone about it? People advertise all sorts of crazy things in our want ads; everything from frame modifications to bar mitzvahs. There's even a former national champion who puts things in about his BACK! Don't be left out. Fill in the blank below and mail it in with your bread. Tell 'em Baz sent ya.

"EVERYBODY READS THE CYCLE NEWS WANT ADS"

Want Ad Blank

PLEASE PRINT! More replies if you include price.

Name _____

Address _____

City _____ State _____ Zip _____

Print BOLD HEADLINE here (LEAVE SPACES)

_____

_____

_____

_____

_____

_____ Area Code _____ Phone number

CYCLE NEWS CANNOT BE RESPONSIBLE FOR ILLEGIBLE PHONE NUMBERS!

PRIVATE PARTY RATE

Ten words $1
11 thru 25 words $2
(Over 25 words, 10 cents per word)
Headline in BOLD TYPE ... $1 extra
Pictures ..... $3 extra
(Sorry, we do not bill private party ads)

COMMERCIAL ADVERTISERS RATE

Ten words $2
11 thru 25 words $4
(Over 25 words, 20 cents per word)
Headline in BOLD TYPE ... $2 extra
Photo ..... $6 (your photo)

WANT AD DEADLINE – Friday noon for following Wednesday publication.

Send cash, check or money order to:
CYCLE NEWS
P.O. BOX 498 Dept WA
LONG BEACH, CA. 90801

want ads

RIP OFF!
T'was the night before Greenhorn and all thru the garage not a creature was stirring, except a couple of -------- ripping off with all my riding gear, stero and wallet (inc. 11 credit cards). Info on any of these fine gentlemen will be good for some cash (and a set of P.P. fenders). Some items were: Viewfinders bag for leathers w/plaque (1970), red ISDT Belstaf riding suit, ISDT color electro film, full coverage skid lid + boots, gloves, tools, etc. Preston Petty (213) 782-1776 or 873-6863 Van Nuys.

TOOLS $300 WORTH taken from '58 blue Ford pick-up — Lions Motocross 5/26/72. 2 boxes. Will give $50.00 no questions asked for finder — Please — tool box has prescription glasses & watch as well as necessary tools. (213) 782-2038.

'71 DKW 125 MX
Bassani & stock pipes, sm. + lg. tank. Webco pegs, Akront, Filtron, ports polished, BN bars, xlnt. cond., $675.00. (213) 722-2791 after 3:00 p.m.

WHAT IT IS
"71" 250 MX Yamaha very fast, fork brace, bore job, 30 thous., extras, $350.00. Call after 6 p.m. (213) 323-2093.

HONDA CAR
1971 Honda 600 sedan, low mileage, tach, excellent condition, $1,049. (213) 641-5112.

$500 CLAM
Diguised as 1970 Triumph 500 Daytona. Good condition. (714) 244-4129.

'72 400 CZ
$890.00. Small aluminum tank, new Konis, 3 months old, must sell. (213)964-4482.

'69 YAMAHA 175cc DIRT BIKE. Hooker head, plastic front fender, fork brace, good condition. (213) 284-2990.

1971 BULTACO Sherpa 100. Plastic fenders, dual plug head. (213) 767-4043.

CHERRY YAMAHA 125
'70 like new, many extras! Fresh bore, head, $395. (213) 672-6623.

"70" MAICO 250
Immaculate! Akronts, Filtron, plastic fenders, plastic tank, new paint, chrom-moly bars, new seat. Extremely fast, 3 races on fresh engine. Must see to apprec. Must sell, sac. $575 or make offer. (213) 925-1446 home, TO 7-7256 work, ask for Darrell.

'71 MAICO
Strong and in excellent condition, Curnutts, Akront, silencer, Filtron, $725. (213) 834-1427.

MOTORCYCLE MECHANIC WANTED
Triumph & Yamaha experience. Call Jim at Ted Evans Motorcycle & Service (213) 390-3408.

BAJA 500
$12.50/couple/night. Includes room, meals & free babysitting. A great place to stay for the Baja 500. Call Baja Fun Club (213) 866-7619.

MAICO 1971½ 400
Strong — dependable — looks like brand new, raced twice — wife in family way — this bike is really sound. Asking $800.00. (209) 781-0359.

CAMPER FOR DATSUN
Cabover, completely sealed, double bed, full length seats, curtains, no stove or icebox. Excellent for bikers. Lightweight. $400 firm. Evenings (213) 679-8688.

SACHS '70, 100cc, 7-port, Mikuni-28mm, Gyt kit, $300.00. (714) 559-1467.

FOR SALE — Hodaka 90cc, fork brace, compression release, immaculate, $175.00. (714) 539-1467.

GREEVES 380
Very few hours. (213) 633-0733 daily, (213) 925-2966 nightly. Ask for Mike.

BUD MARTIN'S 100cc YAMAHA
Completely set up for desert, fast & ready. Have quit and must sell. Bud Martin, evenings (213) 679-8688.

JOURNEYMAN HONDA MECHANIC
Skip Fordyce, 14th & Main, Riverside, Ca. Ask for Joe Moribito (714) 784-1801. All inquiries to be held in confidence.

Wanted!

Members!

To represent in government
Motorcycle Owners, Riders,
and Enthusiasts
PO Box 26062, Sacramento 95826

MERT'S GONNA DO IT
1972 HONDA SL 125, 8 weeks old, only 700 miles, sacrifice, $419.00. (213) 641-5112.

BAJA 500
$12.50/couple/nights. Includes room, meals & free babysitting. A great place to stay for the Baja 500. Call Baja Fun Club (213) 866-7619.

VAN-PELT
Congratulations on your move up.

'71½ 125 BULTACO
Ported, cut flywheel, pipes, custom clutch, plastic fenders, Filtron, custom paint, perfect condition, super dependable, see/ride to appreciate, $550.00. Evenings (805) 644-6704.

GREEVES — '68 Anglian — 250cc Trials. Super cowtrailer, many spares, only $395. (415) 591-9579.

1972 YAMAHA 250 M.X. Cherry, extras & size 32 Hercules leathers. (213) 339-5859.

1972 400 CZ
Good condition, Honda seals, Tripes fork springs, folding pegs, Konis, Filtron, Bassani silencer, lightweight fiberglass gas tank, stock accessories; fork springs, shocks, gas tank, regs. $1200.00. (714) 496-2273.

BELL MAGNUM HELMET
Size 7¼, new condition, never used, NOT defective, $35.00. (213) 767-0872.

'71 YAMAHA 360 MX, 7 mos. old, lowered frame, x-lent cond., $650.00 or best offer. (213) 353-1929.

'69 YAMAHA 125 Enduro, street legal, 2300 miles, wife's bike. $350.00 or best offer. (213) 353-1929.

ARIEL RED HUNTER 1957 500
Original, except condition, owner manual and tools. Asking $450 or best offer, must sell. (213) 338-3078.

'72 AJS 250 STORMER $850.
Perfect condition, K&N bars, Filtron, J&R silencer, Magura levers, double seal forks, plus more. Super fast and reliable. Call Jeff (714) 644-2588.

HONDA 350, street legal, good condition, sacrifice, must sell, $319.00. (213) 641-5112.

LEATHERS
This is the special you have waited for. Rough-out leathers, pants and sleeves AT WHOLESALE PRICES. Specials for motorcycle clubs. Call Jim Smith (213) 597-3580.

MUST SELL BEFORE SUMMER
'71 Suzuki 400, $750. '71 Bultaco 125 Lobito, $450. Both excellent condition with extras. Make offer. (714) 836-9841 Santa Ana.

1958 FORD Truck ½ ton, V/8 new engine, tires, $445.00. (213) 835-6997.

"PERFECT CONDITION"
1970 Husqvarna 360 Enduro, perfect condition, Honda seals, Preston-Petty fender, Filtron, full street legal, $700.00. (213) 790-1556.

BULTACO OWNERS
1970 Pursang 18" rear wheel and brake assembly with 46 Tooth sprocket. Also 32mm Amal carb, fiberglass front fender and seat for Pursang. Gotta sell, $160.00. (505) 299-0188.

'70 125 BULTACO
Plastic fenders, new tire, '72 Flywheel, new top end. 1st $450.00. (714) 537-2958.

LARGE MAICO tank, trade for small Maico tank. Call anytime (213) 422-1781.

1971 PUCH MX
Brand new top end, Akront, silencer, ridden very little, must sell, $425.00. Larry (213) 928-1221.

JAWA SPEEDWAY
Bill Cody's '71 Eso. Fresh engine, extras. (714) 639-0177.

NEW RICKMAN HODAKA. Rat engine (everything done), flexible fender instead of tail section, 1.7 & 3.0 tanks, low pipe, Rat front end, clean & fast, two ported barrels, make offer. (213) 423-9424.

TRIUMPH SALESMAN
Salary open — excellent opportunity for honest producer. Brattin Motors, 4952 El Cajon, San Diego, Ca. 92115.

250 YAMAHA MOTOCROSS
1972 M.X. frame & seat, air box, Konis, Ceriani forks, Barums, Maguras, straight cut gears, Bassani pipe, glass tank. 1970 Enduro engine, lots more extras. Must see & ride. Call John (714) 879-8722.

TRADE MARANTZ RECEIVER and speakers turntable and tape decks for '72 RT2 MX, '71, '72 250 Pursang MX, '72 Husky. Any difference compensated with cash. (714) 529-2986.

'71¾ PURSANG. 19" front, very big tank, skid plate, $700. (213) 676-8820.

RAQUEL WELCH'S DKW
Doesn't go as fast as a new 1972½ DKW with Motoplat ignition, stuffed crank, improve breathing and 24 (count them) TWENTY FOUR horsepower. Belmont Cycle House, 1032 El Camino near Ralston, Belmont, Ca. (415) 592-2320.

HODAKA 67" 100cc best offer over $100. Many extras. (213) 835-5084.

'71 JAWA SPEEDWAY BIKE
500cc Eso class "A" bike, Barnes rear hub 22", lots of extras. Must sell, $990.00. Please call (714) 746-4068 or 745-1615.

'67 HONDA 305 SCRAMBLER
Completely disassembled, 305 bored to 338 engine. Will sell in pieces or all together. Completely new engine. Call after 7:00 on weekdays (213) 422-5445.

1970 YAMAHA 90 Enduro, street legal, low mileage, excellent condition, $270.00. (213) 641-5112.

'71 BULTACO 360 BANDITO. Must see to appreciate, extra clean, reliable. Make offer. Call (213) 633-4863.

SONICWELD TRI 650
Axtel engine, Barnes wheels, discs, Ceriani, Mag, tires — everything new in a box, receipts. Must sell to survive. $1200 cash firm. (213) 454-0489.

LATE '70 250 CZ
Clean and dependable, Curnutts, Filtron, folding pegs, Akront, silencer, $600. (213) 834-1427.

HONDA 1965, 450cc Chopper. Best offer over $250.00 — extras. (213) 345-6519.

'71 SUZUKI 125, FULL KIT, racing mag, porting, 21" front, Filtron, race ready, Petty fenders, 72 close ratio trans., fast, $575.00. (213) 346-1715.

'71 250cc RICKMAN. MIKUNI, Akronts, skid plate, Filtron, desert pegs, Bassani chamber, Magura levers. See at Simi Valley Sportscycle, $680.00. (805) 527-4191.

1970 YAMAHA 125 Dirt Bike. Rear knobby, vented gas cap, Filtron, new paint, high plastic fender, Bob Bailey Down pipe, fork brace. $400.00 Cash. (213) 925-3527.

'67 SUZUKI X-6 HUSTLER. 250cc, 6-speed, 8,600 original miles. No problems. $225.00 Firm. Excellent condition, good buy. (213)563-1706.

1970 YAMAHA 125 MX. Many extras. Must see $350.00. (213) 765-0581.

1971 MONTESA 250 MX, modified carb, fast, top condition. $695.00 or trade for any model 1972 125 MX or for street cycle of equal value. (213) 691-2300.

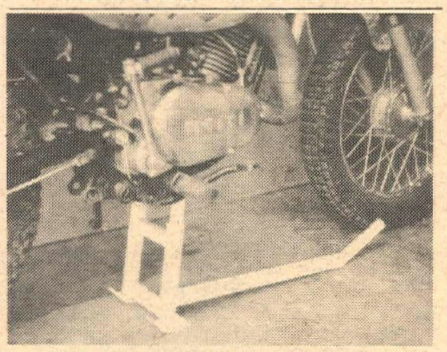
1971 YAMAHA 125 MX ported and polished, extra low pipe, Filtron, extras, must sell, $310.00. (213) 862-8862.

1971 3/4 HUSKY 400 MI
Excellent (never raced). $1000.00. (714) 262-1453.

1971 HUSKY 250 CROSS
8 mos. old. Lengthened s/a, Filtron, works porting, super fast — reliable. Moving. Many extras. $950.00. (714) 639-4399. Dave.

HODAKA ACE 90. Bored to 100. Barnett competition clutch. 24mm Makuni, extra engine, apart, new main bearings. Runs great. $275.00. (714) 521-3757.

MERT'S GOT IT TOGETHER



CYCLE JACK OR STAND
Heavy duty full adjustable jack. Vertical from 9" raises to 14", horizontally from 6½" to 10½", with 24" lifting bar that also keeps the bike from tipping. Large foot pads makes it suitable for working in dirt. $12.95 cash, check, or M.O. for IMMEDIATE POSTPAID SHIPMENT — MONEY BACK IF NOT SATISFIED. Camper Spare Tire Carrier, Camper Battery Carrier, Pick-up Tire Carriers, and Motorcycle Carriers. Wholesale prices, 25¢ for illustrated brochure. KENCO, 6329 Jaynes Street, Omaha, Neb. 68104.

'70 KAWASAKI CENTURIAN, many extras, must sell, make offer. (213) 282-1823.

1970 YAMAHA 360 MX
Mint condition — Ridden less than 30 hours. All original parts. New Konis and Patrick Bowers front end kit still in boxes. All for $650.00. Firm. (213) 943-5309.

'68 BSA 441 VICTOR $395.00. '68 Penton 125cc $220.00. Both run and look strong. Dave. (213) 767-7912.

WANTED
Dates and places of upcoming trials events large or small. (213) 442-7481.

TT TRIUMPH 750cc, All the goodies, nickel frame, custom paint, fresh engine, dis-assembled. Offer. (213) 479-0435.

RICKMAN METISSE FOR SALE
'70½ reworked by Precision Cycle, new bottom end, wheel trued, diamond chain, chromed sleeve, Doherty grips, very strong. (213) 467-4984.

1971 HUSKY 400
Excellent cond. Never raced. $895.00. (714) 892-3639.

125 BULTACO SHERPA S
1971, ported, 32mm carb, big chain & sprocket, special pipe, silencer, Petty fenders and many extras. Engine by Steves. (Bob Cook, $550.00) (213) 679-2428.

MUST SELL — 1971 SUPER RAT — 19" Akront, Mavricks, modified Rickman Metisse engine, downswept chamber, AT-1 forks, never raced. $375.00 or trade for good 125 MX. (213) 697-0245.

1970 HONDA TRAIL 70. Good cond. MX bars. $225.00. (213) 634-9165.

HONDA SHORTTRACKER 250 Twin, fresh, fast, reliable, sanitary. Top ten Ore. Shorttrack points in '71. $495.00. Also '71 Honda SL 125 $350.00. Both cherry. (503) 747-6038.

BRAND NEW BONNEVILLE HEAD
Never used $95.00. Also 650 Triumph frame $75.00. (213) 271-7461.

'69 BSA 441 VICTOR. Low mileage, storage 1 year, street and dirt equipment, nickel plated frame, extras, $550.00. 25840 Lucille, Lomita, Cal.

WANTED: Street legal equipment from 250cc or 360cc Yamaha. (213) 324-1960.

RACING LEATHERS
Save money! Our pant prices are $44.95 to $59.95. Ask your local dealer. Brochure. Cycle Service, Box 202, Santee, Calif. 92071. Dealers invited.

NORTON MANX VELO THRUXTON
Complete, running and original $1000 each. Spare Manx fairing and engine $350.00. Don. (714) 892-3043.

HODAKA 5 SPEED
X wife's bike. Xlnt. condition. (Van Tech) Springer forks. 0 hours on top end and trans, high compression head and piston, and lots more. (213) 399-7867.

250 HUSKY CHERRY. $700.00 or best offer. (714) 548-6726.

LET'S GO AMERICANS!

Let's have an American World Champion. Join the American Motocross Team and receive this beautiful multi-color team patch for a $5 (or more contribution to American Motocross Team, Box 3276, Hollywood, California.

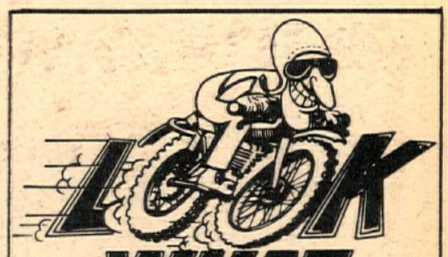
WANTED
Experienced distributor reps calling on motorcycle trade. Prefer reps with existing territories & contacts. Two major M/C lines plus related accessories. For U.S. & territories. Send resume to: 11724 Santa Monica Blvd., West Los Angeles, Ca 90049.

JIM HUNTER Motorcycle Repair
Specializing in BSA Repairs & Used Parts
Parts
Also Mail Order
1140 S. Cypress St. Unit "A"
La Habra, Cal. 90631 (714) 525-1504

HOT DOG!
Cycle News HOT HATS
ALL NEW!
Only 75 cents
Cycle News Dept. CNP
P.O. Box 498
Long Beach, Ca. 90801
Bazooka Pete says:
"Mmm, Hot Hat good."

Alhambra Yamaha
Complete Parts & Service
1850 W. Valley Blvd.,
Alhambra 91803
(213) 289-5301
BankAmericard
Mastercharge
Financing Available

Puch SUZUKI Norton
Quality Service...Low Prices
Town & Country Cycle
411 S. Brookhurst
Fullerton, Cal.
Open 7 days
871-2460



LOOK WHAT TED'S GOT
ALL NEW
TWO STORY SHOWROOM
☐ YAMAHA
☐ TRIUMPH ☐ BULTACO
☐ BSA ☐ RICKMAN
☐ JAWA-CZ ☐ MAICO
PLUS;
LOADS OF ACCESSORIES, USED CYCLES, AND SERVICE.
TED EVANS
13347 WASHINGTON BLVD.
MARINA DEL REY, CALIF.
(213) 390-3406

want ads

SUZUKI YAMAHA
engines lowered
$39.95
Wheelsmith Engineering 3635 W. McFadden
Santa Ana, Calif. 92703 (714) 839-0150

CRANK REALIGNING PUCH PORTING SPECIALISTS
SUZUKI MAICO
Mail Order On All Parts 213—980—3715
COLE BROS. M/C
5906 Lankershim Blvd. N. Hollywood

ORANGE COUNTY 1 Cycle
WEST
AJS, Maico
Penton, Yamaha
Norton, Husky
13666 Harbor
Garden Grove
(714) 530-7340

NELSON'S M/C REPAIR
OSSA
Sales
PARTS
Service
2362 3rd St. Riverside, Ca.
Mail Order Service (714) 686-3383

southland cycle center
250 & 400 CZ
motocross in stock
8141 Garden Grove, Ca.
(714) 893-5091

We service what we sell
DKW
Husky
parts & accessories
BMW Specialties
411 West Whittier Blvd.
Montebello, Calif. 90640
(213) 724-9474

Touring England this year?
Did you know that you can purchase a new BSA or Triumph motorcycle in England, bring it home and save enough money to pay for your round trip air fare?
For priority attention, complete this special Cycle News coupon and send to:
Export Manager,
Comerfords Ltd.,
Oxford House,
Portsmouth Road,
Thames Ditton,
Surry, England
Dept. CNP
I am interested in your offer. Please rush info. to:
Name_____
Address_____
City_____State_____Zip_____
I intend to be in England during the month of_____

'72 CZ 400
1972 CZ 400cc. Sunburst head, folding foot pegs, silencer & lic. trailer — Must sell, $1,250.00 only ridden twice. (714) 846-1843.

1971 3/4 HUSKY 400cc
Perfect condition — Fresh engine, new Barnett clutch, frame cut, long arm, dual ignition, factory silencer, new seat, much more. $925.00. (213) 846-6596.

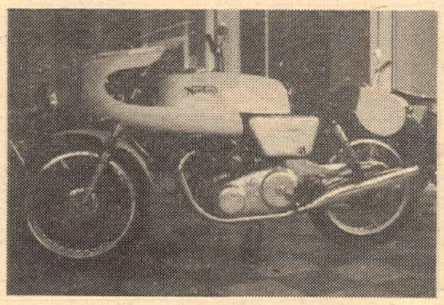
'72 BULTACO 125 PURSANG. Many extras, exceptionally clean & fast. (213) 368-1860.

'71½ PENTON 125 MX. Super immaculate! Never raced. $600.00 (good deal). (714) 673-2918.

ACHTUNG
Ein Zundapp Eagle mit beaucoup trick stuff, $450.00 or best offer. (714) 827-9191.

CZ UP PIPE, no dings, fitted for silencer. Best offer. (213) 351-8605.

'71 KAWASAKI 100-CENT
21" front Barum, silencer, extra sprockets, clean, excellent condition. $325.00. (213) 337-4927.



NEW NORTON RACER
1971 Norton Road Racer that has not been off the showroom floor, $2295.00 or best offer. (503) 246-8273.

5-SPEED CZ MOTOCROSS
125cc, 250cc, 380cc. South Bay Motorcycles, 2001 W. Artesia, Redondo Beach.

1970¾ DKW, AKRONTS, Filtron, spokes, looks — runs excellent, come ride. $450.00. After 6:00 (714) 825-5747.

'71 PURSANG 250 REBUILT TIRES
Pursang fast, just rebuilt, brand new tires, top end, low end, trans. in perfect shape. $700.00 or trade for Speedwy bike. Ken at (213) 883-1636 or 348-5392.

WORKS PUCH
125 Puch MX — everything that you could possibly do done. Rode in Expert class, very fast, $550. At Competition Cycle Center. (805) 324-2525 night, 327-1333 day.

1970 360 CZ
Xlnt. cond., $750. After 6 (213) 781-5839.

WANTED: Rickman Hodaka up pipe. Will pay $15. Call collect (714) 375-4089.

1972 YAMAHA 250 DT2 MX. Less than 200 miles — too much bike for me! Sacrifice $875.00. (714) 248-6134.

'70 PENTON excellent condition, $475. Call evenings (213) 887-1746.

'71 250 HUSKY good cond., $800.00. (714) 595-0758.

1970 SACHS 125 MOTO-X, clean and fast, $425. (213) 430-5816 or 943-9802.

BUGGY, street, hard rock or sand, good condition, $650.00 or trade. (213) 447-4942.

MINI BIKE CLUTCHES
5/8 shaft, 35 chain, 1=$7.95. 10-50, $5.00, 100 up, $4.00. J. Crosby, 313 No. Victory Blvd., Burbank, Ca. 91502.

LATE '71 HUSKY 400 MI
Like new, many extras, never raced, only 8 rides. Too much bike for me. Asking $1050.00. Come see, let's talk. Ask for Tom, day (213) 263-7481, eve. (213) 449-0057.

'71 SUZUKI 90 — Stripped for dirt, 8 speed, Filtron, clean, $265. (213) 864-0232.

HOW 'BOUT A QUICKIE?
1971 Kawasaki 175 Enduro — Not even a dent, but it won't pay the rent. $450 firm. (213) 376-3658.

SUPER SUZUKI PROJECT 100
Moto Products project bike, custom design kit, super ported, 21", Curnutts, other extras — over $1,200 invested, 20 horsepower, $475.00. (213) 888-1202.

SUZUKI 250cc TWIN, road race engine in dirt track frame. Swing-arm, excellent cond., $575. Phone (415) 935-4325 & ask for Al.

1971½ BULTACO 125cc like new, dirt only, $480 or best offer. (714) 630-2496.

HUSKY 400 CROSS
Bought 12-'70, all latest mods, looks and runs better than new. Too many extras to list, $895.00. (213) 431-5041.

30 H.P. 175
'71 Yamaha 175, ported, Filtron, extra swing arm & rear wheel, exlnt. cond., desert front runner, $395.00. (213) 925-2921 after 3 p.m.

'71 YAM 360 MX. Lowered frame, new 5" Curnutts, ported, gearing, extra custom painted tank, must see to believe. (213) 925-2921 after 6 p.m. $725.00.

KAWASAKI — 1967, 250cc A1SS. Healthy condition throughout, completely rebuilt, fast and dependable bike. MUST sell, $400.00/offer. Call (213) 451-2673.

WANTED XL250 HONDA ENGINE
Call details to (805) 642-3451 or 648-3384 & ask for Steve.

1970 CZ 250
Must sell, excellent condition, Curnutts, up pipe, down pipe, $775.00. (213) 882-2923.

'71 SUZUKI TM400
Hooker pipe, Koni shocks, ex. cond., flywheels, $700.00. (213) 534-2160.

RELAX WITH A BUMPER pool-table, good condition, $50. Must sell to help support my †+%&*?? M.X. scooter. (213) 225-5213.

'71 BULTACO MATADOR, never raced, Flanders bars, Pursang top end, Preston Petty fenders, very fast and reliable. Must see to appreciate. (213) 248-2194.

335 KIT FOR 250 HUSKY
Complete with downpipe. $125.00 plus your cylinder. Super fast, reliable. (415) 589-4470.

KAWASAKI 125 or 175 REAR WHEEL complete (1971 or 1972) with full floating backing plate. $65.00. Also need Sachs 125 MX barrel & head. (415) 589-4470.

250 CZ — 125 PUCH
'70 CZ, '71½ Puch, both Pro. built for comp. but not raced. Many many extras, forced sale, best offers taken. Call for details. (213) 257-5440.

BULTACO 250 PURSANG — Super cond. clean, fast, extras. $450.00. (213) 766-6202.

LATE '70 HUSKY 400
Xlnt. condition — Low mileage — Too much power for me! $755.00. (714) 688-5484.

SUPER SACHS — MOTOCROSS or desert DKW engine, Mikuni, Bassani, Akronts, Curnutts frt. and rear. Runs and shifts perfect. $450.00. After 6:00. (714) 757-3085.

SANITARY SACHS
1971 Sachs MX. Desert or MX ready. 22 hp., pipe built by E.C., Koba kit and trans by Steve Hurd, Petty fenders, 60 tooth sprocket, Filtron, skid plate, Rickman bars, MX pegs, Allens, custom seat, mag-case chain guard. Raced twice. Quiet, fast, reliable. (213) 289-5259.

1970 YAMAHA 125 TT SHORTTRACKER. Only 30 hours engine time. Akronts, Dunlops, Filtron, Curnutts, Bailey pipe, compression release. Super clean! Xtra Trials Universals. $395.00 (714) 548-4816.

1970 KAWASAKI MACH III. $750.00 or best offer. (213) 728-7554.

'71½ CZ 125
Konis, Mikuni, P.P. Fenders, best offer. (213) 351-8605.

MERT'S BACK
A $600.00 HUSQVARNA ENDURO — Yes, street legal. A true steal — $600.00. Call Ozzie (213) 545-1968, (213) 545-7224.

CZ WITH EVERYTHING — TO GO
All the trick stuff that can be done to make a CZ exactly right (except Akronts), including new top end, chain and knobby. No cosmetics, but a very good machine to campaign in the 250 class (MX or desert). Moving to different size class. (213) 397-4972, after 6.

'71 MAICO 400
Curnutts, Diamond chain, Akronts, silencer built-in, $750.00. (213) 834-1427.

WHITEY MARTINO'S NO. 1 BIKE
400 Husky, all the trick stuff, everything fresh, $795. Can be seen at Tracy's, 515 So. Victory, Burbank, Ca.

'70 OSSA STILETTO
Rebuilt, $550 or trade for Mini Enduro + cash. (213) 639-7937.

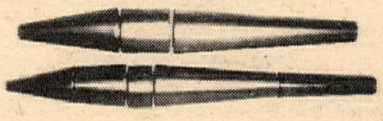
'72 YAMAHA DT2 — MX
250cc, three races old, perfect, I'm quitting, $800. San Bernardino, phone days (714) 382-2450 (ask for Dr. Abbott), eves. (714) 889-3862.

'70½ YAMAHA 125 MX, $400. '70½ Suzuki TC 90, $250. '71 Scout Mini Bike, 2½ H.P., $75. All bikes with many extras and in xlnt. cond., injury sale. Firm. Evenings (213) 941-3524.

HUSKY SPECIALIST
Desert and motocross preparation. We have the parts. Phil Shipley's Mission Hills Motorcycles, 8730 Sepulveda Blvd., Sepulveda, Calif. (213) 785-4280.

LATE '70 250 CZ
Akronts, Curnutts, built-in silencer, Filtron, $650.00. (213) 834-1427.

M/C DYNAMOMETER
$495.00. (213) 368-1615.



EXPANSION CHAMBER CONE SETS
20Ga steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets $10.00, 4 Pc. sets $12.50, 5 Pc. sets $15.00 Postpaid. California residents add 5% Tax. Quantity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290.

1972 250 AJS
'72 AJS Stormers 250 SY41 set-up by Stormers Ltd., for motocross, used only 3 months, better than new. All extras. $850.00 or best offer. (714) 968-7943.

OSSA AND ZUNDAPP PARTS
Ossa Pioneer frame, tank, wheels, shocks, Zundapp ported, 28 Mikuni, crank, piston, barrel, gears, etc. Super cheap. Call anytime (213) 596-8229.

350 KAWASAKI Big Horn, xlnt. cond., must sell. (213) 547-2285 San Pedro.

STILETTO TT OWNERS
Trade? My excellent condition Ossa 21" front wheel assembly for your excellent condition 19" ? Good deal, huh!! Dan (213) 421-9619.

'66 TRIUMPH 500, NICKLE plated frame, two tanks, Ceriani forks, Koni shocks, 2 bars, engine is basket, $200. Call Pat (213) 457-7173 or 457-7177.

WANTED STOCK exhaust system 68-69 Bultaco Matador, reasonable price. (714) 735-4857.

MUST SELL "THE WHOLE THING"
1971 250 Ossa Stiletto factory maintained, ridden very little. Comp. release, Konis, silencer, $675.00. 1970 360 Yamaha Enduro super fast fireroader, fresh eng., new tires, new Ceriani shocks, exp. chamber, $625.00. Custom blt. 3 rail trailer, '72 tags, fat tires, mag wheels, $200.00. (213) 632-0129.

'68 YAMAHA — ENGINE REBUILT, 21", full Gyt kit, lengthened swinging arm, steel bars, perfect seat & tank, good rubber, Filtron, $375.00. (213) 348-3818.

GARY BANG
Cycle Specialties
Distributor for
DIAMOND
MOTORCYCLE
CHAIN Products
Products
CARLISLE TIRES
Featuring parts Made In USA
Dealer Inquiries Invited
21426 Sherman Way
Canoga Park, Ca. 91303
(213) 348-8963

MAICO Penton
KAR CYCLE
2728 Santa Anita EL MONTE
(213) 443 5712
Montesa 10:00 am 6:00 pm

HOT HATS
HOT DOG! 75 cents
Cycle News
Dept. CNP
P.O. Box 498
Long Beach, Ca. 90801

SCUDERIA
HUSQVARNA PENTON
SALES ● SERVICE
Everything for bike and rider from our $20,000 parts and accessory inventory.
1972 6 speed 125 & 100
Pentons in stock
The most expert repairs and modifying available anywhe..
● frame & swing arm modifications ● custom engine & cylinders ● wide & close ratio trans mods ● fork seal machining & fork straightening ● wheels trued & spoked ● dual ignition & twin-fire set ups ● lights, speedo & enduro set ups ●
2419 Artesia Blvd.
Redondo Beach, Calif. 90278
(213) 542-1695

LOOK TO MOTORCYCLING'S FUTURE
The AMA is. It is a national organization promoting all aspects of motorcycling. Its members include the world's best professional racers, outstanding amateur enduro and trials riders, and over a hundred thousand average motorcyclists who use their bikes for fun and transportation.
It is working for motorcycle education and safety, it is combatting unfair legislation, and it is constantly attempting to improve the public's attitude toward motorcycling. It works through people like you. Look to the future with the AMA.

FOR FURTHER INFORMATION ON THE AMA CLIP AND SEND TO:
AMERICAN MOTORCYCLE ASSN.,
P.O. BOX 231,
WORTHINGTON, OHIO 43085
Please send information on the American Motorcycle Association to:
NAME_____
STREET_____
CITY_____STATE_____
ZIP_____

want ads

HUSKY METISSE
400cc MH motor, Motoplat ign., Rickman frame, Akront rims, Titanium bars, 2 tanks, 2 pipes, $895.00. 1970½ Husky 250, extras, $795.00. 1971 Rickman Montesa, $695.00. (916) 451-8784.

MECHANICS MECHANICS
Good, clean Honda, Kawasaki shop, lots of parts, lots of work. (714) 778-6700, ask for Tom.

FIBERGLASS REPAIR
Tanks, seats, fenders, air box, No. plates, all expertly rebuilt & guaranteed. ROBERTS FIBERGLASS COMPLETE, 4091 Lincoln Blvd., Marina Del Rey, (213) 823-9366, 823-2152.

NEED A GOOD, reliable desert machine that you can go fast on? Buy me! I am a 250 Husqvarna 8 speed with many extras. $750.00. (213) 442-5415 or (213) 280-3057.

H1R KAWASAKI
Latest Works frame, tank, ignition system, swing arm, etc. Too many spares to mention. $2000.00. (213) 372-4047 evenings.

'70 OSSA STILETTO
Filtron, Akronts, good cond., $500. (213) 355-9645.

MECHANIC WANTED
Fully equipped service center seeks a fully equipped mechanic to participate in a high volume repair business. Benefits. Experience in 2 and 4 stroke engine a must! Cycle Products West (213) 473-7996 — 477-0997.

METAL PROFILE forks, 1 month old, leak-proof seals, $75. (714) 684-4128.

PARTS MAN WANTED
Honda experience necessary. Good pay, fringe benefits, hospitalization and profit sharing. Call Honda del Rey, (213) 391-6217.

'71 BULTACO PURSANG "A" excellent cond., ridden 6 times, fast, $700. (714) 536-5779.

'71 KAWASAKI 500 MACH 3, excellent condition, low mileage, $849.00. (213) 675-6866.

WANTED
Experienced Parts Man. (213) 635-8058.

PARTS MAN WANTED
Only those experienced with Honda motorcycles or autos need apply. (213) 467-2141 ask for Bill Jr.

BOOK: "Escape By Trail Bike"
Words and diagrams worth their weight in gold. Bill Brokaw explains what you're doing wrong. How not to wear one's self to a frazzle riding sidehills, rocks, ruts, sand, water, ISDT stuff. Read it, think about it, practice it. Money back guarantee. $3 per copy for TRAIL BOOK, c/o Cycle News Products, Box 498, Long Beach, Calif. 90801.

MECHANIC
Must have Yamaha experience. 5 day work week, paid holidays and vacations. Call (213) 331-9651, Mr. Malchow. San Gabriel Valley area.

'71 HUSKY 360 CROSS
Petty fenders, new rubber, Curnutts, seals & more. (714) 338-3740. $895.00

400 SUPER ZUZOOK custom chromoly frame, & stocker, 3 tanks, 3 sets bars, 1 up pipe, 2 down pipes, Curnutt's, 2 bike trailer. Loads of extras, value $2300.00, asking $1,500.00. (714) 328-1597.

'71 SHERPA T — Sammy Miller Trials, 8 mos. young, 380 miles, licensed, street legal, super clean. $695.00. (714) 735-4857.

MONTESA 250 4 speed, 1971 components with less than 10 hours on them, all in brand new 1972 frame, 21" Motoplat ignition. $675.00. (213) 348-3818.

28mm MIKUNI
Fits Zundapp, DKW, Puch, Suzuki and more. Make your bike quicker and more reliable. $18.00, like new. (213) 363-4061.

1971 BULTACO SHERPA "100". Completely rebuilt, less than 2 hours break in, many extras, like new, $550.00 or make offer. (714) 873-3322.

HARLEY '74 CUSTOM 12" Springer with custom spool hub wheel and tire complete, $275.00. (714) 687-4380.

'71½ 100 H.D. BAJA like new, plus extras, must sell, $380. (213) 782-1599.

ENGINE 125 ZUNDAPP for American Eagle or 125 Rickman, complete with 26mm Mikuni and expansion chamber, still in bike. $150.00. (714) 448-2763.

HODAKA 100. Excellent desert bike, many extras, very reliable, mint condition. $250.00. (213) 534-2864.

CUSTOM YAMAHA Chambers, $25.00. Built-in silencers, $5. All pipes guaranteed. (213) 347-1241.

GET CYCLE NEWS TWICE A WEEK when you subscribe to all three editions. Special discount, only $18 gets you one year each of Cycle News West, Cycle News East and Cycle News Dixie editions. Read about it all. Send check or money order to Cycle News, Inc. Long Beach, Calif. 90801.

MECHANIC
Honda experienced only. 8461 Commonwealth, Buena Park. (714) 521-3642.

PART TIME BUSINESS OPPORTUNITY
Now available: Cycle News Franchises. Distribute the No. 1 Motorcycle newspaper in your locale. $5.00 deposit refundable after 1st year. Liberal profit for a few hours work. No risk. Stable parties contact Circulation Dept., Cycle News.

MECHANIC WANTED
Only those experienced with Honda motorcycles or autos need apply. (213) 467-2141 ask for Bill Jr.

BUSINESS OPPORTUNITY
MONEY MAKER, motorcycle accessory distributorship with retail outlet, Northern Calif. for all makes. Fully stocked, serving 200 dealers. Small investment and you are in business. Reason: retiring. (415) 536-9145 anytime.

EXPERIENCED YAMAHA MECHANIC
Top pay, top commissions. Brand new with the dealership. Contact Rick Talbot (213) 749-6235.

MERT'S ON THE MOVE
NEW SHOP LOCATION??
Commercial property in Antelope Valley. On Pearblossom Highway at west end of Littlerock. 1½ acres, water in. Call (213) 474-0343 or (213) 878-0150.

BOOKS & POSTERS
ON MOTORCYCLING. Send 25¢ for brochure. Bagnall Publishing Co., Dept. A, Box 638, Sierra Madre, Calif. 91024. (213) 681-4619.

25% SAVINGS ON INSURANCE
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211.

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX N, MOJAVE, CA. 93501. PHONE (805) 824-4541.

NORTON SPECIALIST
Call George Gjanivich service manager, Orange County West. (714) 531-9984.

20% COMMISSION PAID
Sales representation wanted. Manufacturer's factory direct warehouse backs you up with the most complete range of M/C bolts & nuts in U.S. This is a big extra profit opportunity for salesmen now calling on dealers. The Bolt King, 6057½ San Vicente, Los Angeles, Ca. 90036.

GIANT POSTER
2 feet by 3 feet blow-up. Englarge your favorite photo. 3 week service, only $3.79 + 5% Calif. sales tax. Surf Photo — Box 393 CN, Ontario, Calif. 91764.

SERVICE MANAGER
Must be able to assume full responsibility of Service Department. 5 day work week, paid holidays and vacations. Pay to match ability. Call (213) 331-9651. Mr. Malchow. San Gabriel Valley area.

CAMERA, LENSES!!!
Leica M3 with 1.5 Summarit and 135 Tele. Other goodies. This camera knows motorcycles. Swell deal! $204.37 firm. 213/981-2317, ask for Dave.

YAMAHA'S
Brand new dealership. All models, specializing in motocross models. Yamaha of Los Angeles, 2531 S. Main St., Los Angeles. (213) 749-6235.

DKW
SALES, SERVICE, PARTS. COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203.

'71 PENTON 125 MX, $525. Extras, clean, sacrifice. (213) 346-5456.

FREE SAMPLE COPIES EAST & DIXIE
NOW 2 FREE SAMPLES FOR THE POSTAGE OF ONE! Read all about it back East and down South. Send 25¢ in coin or stamps, with your address to Cycle News, Box 498, Long Beach, Ca. 90801. Get latest East & Dixie editions by return mail.

HUSKY FORKS LEAKING??
We machine and install four double lip seals. GUARANTEED
Mission Hills Motorcycles, 8730 Sepulveda Blvd., Sepulveda, Calif. 91343. (213) 785-4289.

SAN DIEGO AREA
Wanted stores retail outlets other than M/C to handle Cycle News. Good deal, contact Glen Havanec, 2490 Oxford, Cardiff, Calif. 92007.

MOTO GUZZI
Sales, Service, Parts — Orange County Honda, 1630 W. Chapman, Orange, Ca. (714) 633-7344 (7 days).

FREE FREE FREE
Cycle News stickie! Send self-addressed, stamped envelope to Cycle News West, P.O. Box 498, Long Beach, Ca. 90801, Dept. CNB.
AND...
All new Cycle News Hot Hat — 75¢

'71½ MAICO 250
Marriage forces sell. Not ridden since December. Must see and ride, $747. (714) 557-9292.

'70½ HUSKY 250 8-SPEED
Fresh engine, ported, dual ignition, lowered frame, Curnutts, skid plate, Petty fenders, Honda seals, Filtron, Barum, super reliable, $700. (213) 987-3233.

MALCOLM SMITH'S K & N
Yamaha, Husky, BSA, Penton, Hodaka. Hard to get parts, fast mail order, catalogue coming out soon. Malcolm Smith's K & N Motorcycles, 1689 W. La Cadena, Riverside, Calif. (714) 686-8014.

1971 BULTACO SHERPA S 125, ported, lowered footpegs, good condition. A proven winner. $425.00. or best offer. (714) 460-4613.

PARTS MAN WANTED
Preferably Yamaha. 5 day work week, paid holidays, vacations and medical. (213) 635-8058.

TECHNICAL WRITER
Major motorcycle firm now accepting resumes for Technical Writer. Requires familiarity with Tech/Engrg language and superior writing ability. Mcy experience consideration. Cycle News, Box 498 B, Long Beach, Ca. 90801.

HONDA DEALER, San Gabriel Valley, needs parts man, previous experience required. Call (213) 968-6561.

SALESMAN WANTED
Kawasaki, Norton. Part Time or full time. Commission basis. South Bay M/C's, 2001 W. Artesia, Redondo Beach.

'71 SUZUKI TM400 $795 NEW
That's Right a brand new 1971 Suzuki TM400 for only $795.00 — While they last. We deal at Suzuki of Van Nuys 16141 Sherman Way, Van Nuys, Cal. (213) 994-2800.

100 CASH REWARD EACH
You remain anonymous — Cash delivered any way you want. Both stolen at Elsinore G.P. on Sunday. (1) Yamaha 250 Enduro eng no. (DT1 20040), Blue and white, right hand shift. (2) DKW 125 Iron barrel eng no. (6320354) Frame no. (427003873) Leading Link. Call DDMC. (213) 753-8958.

World Cycles
MOTO GUZZI
3303 Sunset Blvd.
Los Angeles, Calif. 90026 (213) 662-1151

INTENSIFIED
CROWELL CYCLE SHOP
Complete Parts & Service
OSSA HODAKA MAICO PENTON
10427 Prairie Ave., Inglewood, Ca.
(213) 673-5562

MX-5 COMPRESSION RELEASE
BLOCKS DIRT
SEND 25c FOR BROCHURE
MXPRECISION
shop 101A / 1069 E. Edna Place
Covina, California 91724

STEVE'S BULTACO
We Specialize in Bultaco Only
7627 Van Nuys Blvd.
Van Nuys, Cal. 91405
(213) 780-6300 (213) 994-7468
Open late Mon. & Fri. nights

CYLINDER BORING
All cylinder bored & finished to size on Sunnen Hone.
Big Bore Kits — One Day Service
Ed Rowe Motorcycles
9015 E. Compton, Bellflower
(213) 531-8570
Dealer Inquiries Invited
SUNNEN HONING

ACTION CYCLE
KAWASAKI
HUSQVARNA MAICO
Sales • Service • Parts • Accessories
19322 Beach Blvd.
Huntington Beach (714) 968-3306

TRIUMPH SUZUKI MOTORS
POMONA
SPECIAL RACER'S PACKAGE
1049 W. Mission
(714) 829-8642

BULTACO PARTS
Are you tired of "Sorry, we don't have it"? If so, come to
Yamaha of El Monte
We have the largest stock of Bul parts east of the Los Angeles river. 2859 No. Durfee, El Monte, Calif. (213) 442-5800.

RACING INSURANCE FOR TRACK OWNERS, PROMOTERS AND CLUBS —
Motorcycle Dept. Mgr. of Michael Bender & Associates, Inc.
5900 Wilshire Boulevard, 22nd Floor
L.A., Calif. 90036 (213) 937-2011
BROKER INQUIRIES INVITED

Rickman Maico Puch Carabela
Gemini Hodaka Greeves Zundapp
Precision Cycle
4573 Artesia Blvd.
Lawndale, Ca. 90260
(213) 370-8822
WE'RE KING OF THE BABY BIKES
You can't get one at a better deal or built to run faster by anyone else. Also for any make of bike our new E.C. Pipe (Ecology Conscious) $49.95 & up. Our porting and pipes are dyno-tuned and race tracks proven by the best riders in California.
Bob Brennan — E.C. Birt

HONDA PARTS
— Accessories —
For All Makes & Models
HUGE STOCK — FAST SERVICE
Mail Order or Direct. Send year, model, engine & frame no. with all orders. Write for FREE list of all Honda repair manuals and parts catalogues. Expert Repair Service On All Makes.
OPEN 7 DAYS A WEEK
THRIFTY LAD HONDA
Dept. CN, 2411 Lincoln Blvd.
Santa Monica, Ca. 90405 Ph. (213) 392-3066

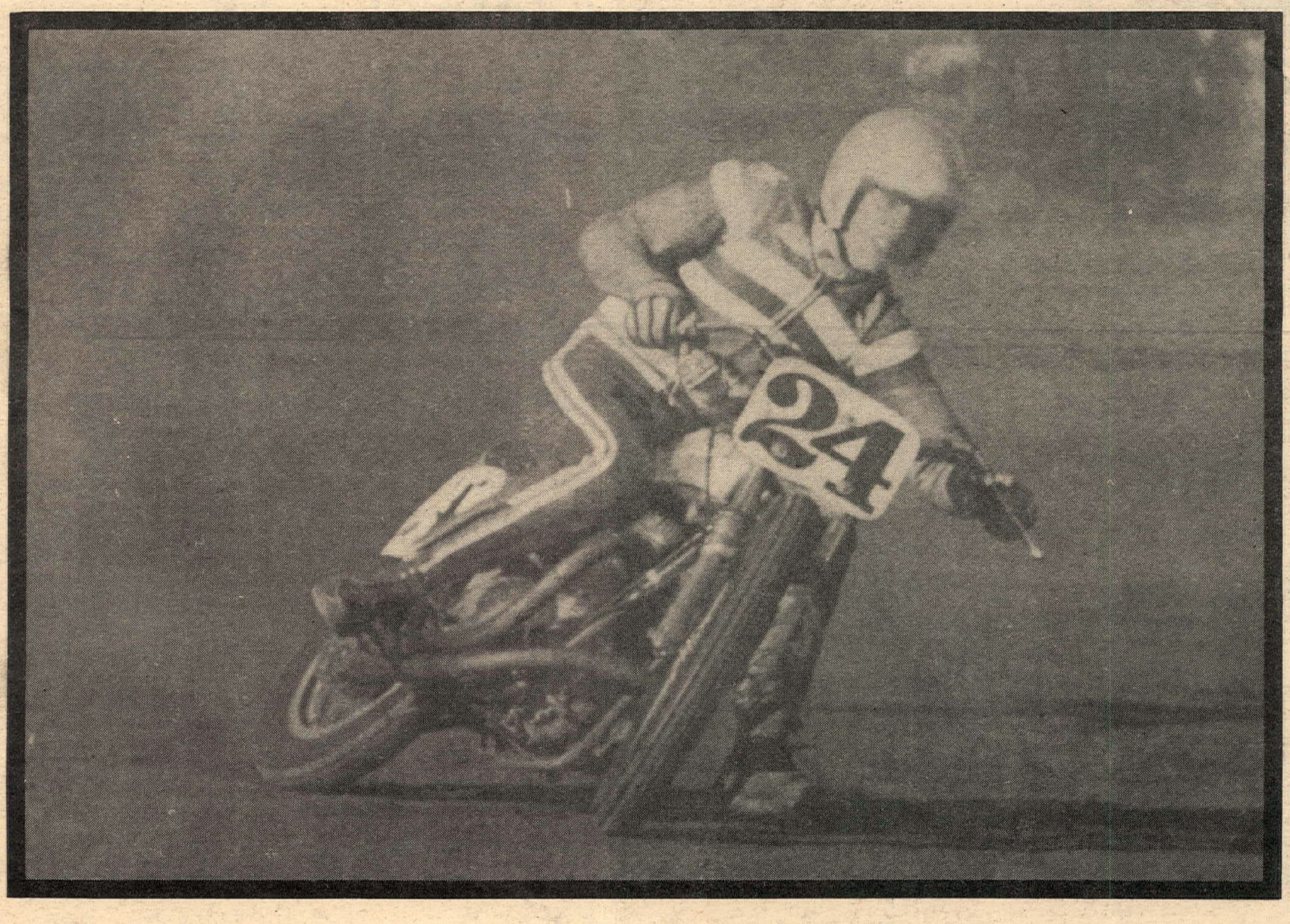
Suzuki, Maico, Ossa,
DOWNEN'S CYCLE CENTER
11835 E. Carson St.
Hawaiian Gardens, Ca. 90716
(1½ Blks. E. of 605 Fwy. off ramp)
(714) 521-5343 or (213) 431-1223
(213) UN 5-8223
Hrs: Mon.-Fri. 9-7, Sat. 9-4, Closed Sun.

JEECO
Endorsed by Baja winners: Malcolm Smith Gene Cannady

6 or 16 oz. can
GRAPHAPLATE
Distributed by Webco, Inc. and K&N G.P. Products

YOUR TICKET FOR ESCAPE
New, rapidly expanding manufacturer in central Montana needs 2 men for exciting career.
Qualifications: Must be mechanic or mechanic trainee showing promise in motocross and/or flat track competition. Applicant must be honest with positive goals in life, and willing to relocate in a clean country enviornment, and work an honest 8 hour day.
Benefits: Employeer will provide competition machines, plus salary, plus expenses, plus you keep any purse you win.
Send resume, including photo, mechanic and riding experience and goals to:
Cycle News
P.O. Box 498Z
Long Beach, Ca. 90801

RICE ON A BSA WINS SAN JOSE NATIONAL MILE.



Overcomes separated shoulder to take second straight AMA 25-lap event.

It was the guttiest ride anybody could remember. Jim Rice, aboard a BSA, was running fourth on lap 6 when he leaned into a turn and clipped his left shoulder on the rail. The impact dislocated the shoulder instantly. But despite the pain, and despite a left arm and hand that were virtually useless, Rice hung in there. Shifting gears without the clutch, steering with his good right arm, he scrapped his way through the pack and was second going into lap 25. Then, on the final straight, he roared into the lead and took the checkers. Unable to disengage the clutch, Rice took an extra lap to brake the bike to a stop, and toppled over. Only then did anyone suspect the incredible truth.

It was Rice's 11th National victory – all of them on dirt and all of them on BSA. Dick Mann finished third, also on a BSA. When you ride BSA, you ride the winner.

RIDE THE WINNER
BSA

Member of MIC